Vip needhaw

CNR

CANADIAN NATIONAL RAILWAYS' PENSION FUND

Effective January 1st, 1935

Employees in the service at January 1st, 1935, who entered before attaining fifty years of age, and who, on January 1st, 1935, had more than ten years continuous service, and who remain continuously in the service to the age of sixty-five years, receive a service pension of 1% of highest average salary of any ten consecutive years multiplied by total years of continuous service at January 1st, 1935. This is provided at sole expense of the Company.

Every employee in the service at January 1st, 1935, who entered before attaining fifty years of age, and who remains continuously in the service to age 65, unless entitled to a greater pension under the previous paragraph, shall receive a basic pension of $300. per annum at the sole expense of the Company.

Employees who entered the service of the Company after January 1st, 1935, and remain in the service continuously to age 65, will receive a basic pension of $300. per annum, at the sole expense of the Company, provided he is under forty-five years of age when he entered the service.

An employee after ten years service may voluntarily augment the above mentioned service or basic gratuitous pensions by contributing an even percentage of his salary up to 10%, as he may elect. Interest on contributions by the employees shall be accrued annually at the rate of 4%. This interest basis is subject to revision at triennial periods. The Company will annually credit the account of each contributing employee with an amount equal to the contributions of the employee, up to and including 5% of employee's salary, but not more, and such contributions credited by the Company will be credited annually with compound interest at the same interest as allowed on employees' contributions.

Upon retirement an eligible employee shall receive the basic or service pension he may be entitled to, and in addition such supplemental annuity as may be purchasable by the amount of his contributions added to the contributions credited by the Company, together with accrued interest compounded thereon, with the limitation that the Company's contribution to the pension shall not exceed 40% of the employee's highest average salary during any ten consecutive years, provided that the limitation of 40% shall not apply in any case where the individual pension is not more than $600 per annum, nor to reduce any service pension established at January 1st, 1935.

The normal retiring age is sixty-five years.

If the service of an employee is terminated for any reason before being entitled to pension, the contributions made by the employee, together with accrued interest thereon are refunded; in such event the contributions credited by the Company to equal the employee's contributions shall be cancelled.

The service or basic pension shall, notwithstanding the general minimum age limitation of 65 years, be payable to an employee of sixty and under sixty-five years, with twenty or more years of service to his credit, retired by reason of permanent physical or mental disability.

Toronto, February 10, 1938.

MEMORANDUM

In analyzing the information contained in these statements it is necessary that cognizance be taken of the conditions surrounding normal practice in such handling. Unfortunately through a misunderstanding the times of receipt from shippers at Montreal on the Montreal to Toronto shipments were omitted; such receipt times are however shown on the Toronto-Montreal shipments and on all the other examples given as well as the delivery times to consignees on all the tests made. However it should be noted that the times of receipt from shipper and delivery to consignee should not be arbitrarily taken as the over-all times on the shipments. Cartage services leave the railway sheds early in the morning on delivery routes and in many instances do not return to the shed until between 5.00 p.m. and 6.00 p.m. As they follow their route they pick up from shippers such shipments as are ready for despatch, some of which may be ready in the morning or early afternoon. This does not mean that such shipments require to be available at that time in order to be despatched that day, but that the shipper has them prepared and they are lifted by the carter as he reaches the shipper's warehouse. If a further pick-up is desired by such shipper it is always available on request, and in the normal course of his route the carter returns later in the afternoon. Again in some instances, shippers request an early pick-up in order to get the merchandise out of their place of business in order to facilitate other work. However the normal practice is that pick-up service is available to the shipper up to 5.30 or 6.00 p.m. on shipments for delivery next morning within an area ranging from 250 to 350 miles. In special instances pick-up is made as late as 6.30 or 6.45 p.m.

Similarly in the delivery of shipments to consignees there are qualifying circumstances. Consignees are allowed 48 hours free storage after arrival of shipments at destination freight shed, and due to conditions in their business they at times desire to take advantage of such free storage. As a result they advise the railway that delivery is not desired until late in the morning or perhaps until the next day or the second day. Certain consignees have standing instructions that shipments are not to be delivered until certain hours, and such delivery times are often late in the morning or early afternoon. The normal practice however is for the carters to start out on their delivery routes at approximately 8.30 a.m. The time of receipt by consignees in the larger cities is of course to some degree dependent upon their proximity to the railway shed. However in the effort to overcome this feature of service to distant points in the city, carters are assigned to specific territory and a carter assigned to an outlying district takes his load direct from the shed to that area, making no deliveries until he reaches the area to which he is assigned. In this way it is possible to provide what may fairly be termed an equality of service to the various areas of the larger cities.

CANADIAN NATIONAL RAILWAYS

INFORMATION FOR THE ROYAL COMMISSION ON TRANSPORTATION IN ONTARIO

QUESTION -

The time it takes from the moment goods leave the consignor's warehouse until they arrive at the warehouse of the consignee - the actual time of receipt and delivery of the goods. I would like to check the time that elapses from the time when the train reaches the City of Toronto, the goods remain on your freight cars and are taken to some point for delivery, and the time it is going to take to actually reach the point or destination.

REPLY

Typical examples of the service factors above referred to and as recorded in the records of this Railway as follows:-

							SERVICE AT TORONTO					
							Placement Freight Car at Railway Freight Shed		Delivery Shipment to Cartage Vehicle		Delivery Shipment to Consignee	
Example No.	Shipment From	Weight of Shipment	Date Shipped	Time received from shipper	Train arrival Time	Train arrival Date	Time	Date	Time	Date	Time	Date
1.	Hamilton	140	1/31	11.00am 1/31	1.30 am	2/1	6.30am	2/1	8.29am	2/1	9.00am	2/1
2.	Niag.Falls	100	"	1.30pm 1/31	4.15 am	2/1	6.40am	2/1	9.06am	2/1	9.30 am	2/1
3.	London	30	"	3.05pm 1/31	3.35 am	2/1	5.30am	2/1	8.56am	2/1	9.15am	2/1
4.	London	1400	"	2.00pm 1/31	3.35 am	2/1	5.30am	2/1	9.22am	2/1	9.40am	2/1
5.	Strathroy	500	"	1.00pm 1/31	10.45 pm	1/31	6.20am	2/1	8.53am	2/1	9.25am	2/1
6.	Guelph	130	"	11.00am 1/31	6.05am	2/1	7.40am	2/1	9.06am	2/1	9.20am	2/1
7.	Kitchener	50	"	5.05pm 1/31	6.05 am	2/1	7.40am	2/1	9.35am	2/1	9.55am	2/1
8.	Waterloo	240	"	4.30pm 1/31	6.05 am	2/1	7.40am	2/1	8.56am	2/1	9.35am	2/1
9.	Stratford	230	"	5.00pm 1/31	6.05 am	2/1	7.40am	2/1	8.56am	2/1	9.20am	2/1
10.	Trenton	90	"	3.00pm 1/31	6.30 am	2/1	7.00am	2/1	8.29am	2/1	9.00am	2/1
11.	Gananoque	260	"	2.30pm 1/31	6.30 am	2/1	7.30am	2/1	9.06am	2/1	9.42am	2/1
12.	Ottawa	260	"	2.00pm 1/31	6.30 am	2/1	7.30am	2/1	9.33am	2/1	9.45am	2/1
13.	Barrie	60	"	3.25pm 1/31	1.45 am	2/1	5.30am	2/1	9.27am	2/1	9.40am	2/1
14.	Gravenhurst	127	"	5.00pm 1/31	2.30 am	2/1	5.30am	2/1	9.25am	2/1	9.55am	2/1

INFORMATION FOR THE ROYAL COMMISSION ON TRANSPORTATION IN ONTARIO

QUESTION -

The time it takes from the moment goods leave the consignor's warehouse until they arrive at the warehouse of the consignee - the actual time of receipt and delivery of the goods. I would like to check the time that elapses from the time when the train reaches the city of Toronto, the goods remain on your freight cars and are taken to some points for delivery, and the time it is going to take to actually reach the point of destination.

REPLY

Typical examples of the service problem above referred to and as recorded in the records of this Railway as follows:-

SERVICE AT TORONTO

Example No.	Shipment From	Weight of Shipment	Date Shipped	Time received from shipper: Time	Date	Train arrival: Time	Date	Shipment Ready for Delivery at Railway Freight Shed: Time	Date	Delivery Shipment to Carriage Vehicle: Time	Date	Delivery Shipment to Consignee: Time	Date
1.	Brazilian	140	X/X	11.00am	X/X	1.00 am	X/X	5.30am	X/X	8.45am	X/X	9.0am	X/X
2.	Mag-Falls	150	"	1.20pm	X/X	4.35 am	X/X	6.10am	X/X	8.05am	X/X	9.30 am	X/X
3.	London	80	"	2.00pm	X/X	3.55 am	X/X	5.45am	X/X	8.15am	X/X	9.15am	X/X
4.	London	1400	"	2.00pm	X/X	6.55 pm	X/X	8.00am	X/X	8.25am	X/X	8.45am	X/X
5.	Strathroy	500	"	1.00am	X/X	10.45 am	X/X	8.20am	X/X	8.45am	X/X	9.15am	X/X
6.	London	120	"	12.00am	X/X	5.00am	X/X	7.45am	X/X	8.05am	X/X	8.10am	X/X
7.	Kitchener	80	"	8.00pm	X/X	4.00 am	X/X	7.40am	X/X	8.15am	X/X	8.20am	X/X
8.	Waterloo	440	"	4.00pm	X/X	5.05 am	X/X	7.40am	X/X	8.40am	X/X	8.50am	X/X
9.	Stratford	520	"	5.00pm	X/X	8.05 am	X/X	7.40am	X/X	8.40am	X/X	8.50am	X/X
10.	Preston	90	"	5.00pm	X/X	4.10 am	X/X	7.00pm	X/X	8.20am	X/X	8.40am	X/X
11.	Guelph	220	"	5.00pm	X/X	6.20 am	X/X	7.20am	X/X	7.00am	X/X	9.05am	X/X
12.	Ottawa	520	"	5.00pm	X/X	6.00 am	X/X	7.20am	X/X	8.25am	X/X	9.45am	X/X
13.	Barrie	80	"	5.30pm	X/X	1.40 am	X/X	5.00am	X/X	8.25am	X/X	9.40am	X/X
14.	Gravenhurst	127	"	5.00am	X/X	2.10 am	X/X	5.20am	X/X	8.45am	X/X	9.15am	X/X

Example No.	Shipment From	Weight of Shipment	Date Shipped	Time received from shipper		Train Arrival Time	Train Arrival Date	SERVICE AT TORONTO: Placement Freight Car At Railway Freight Shed Time	Placement Freight Car At Railway Freight Shed Date	Delivery shipment to cartage Vehicle Time	Delivery shipment to cartage Vehicle Date	Delivery Shipment to Consignee Time	Delivery Shipment to Consignee Date
15.	St.Catharines	50	1/31	4.35pm	1/31	5.30am	2/1	7.55am	2/1	9.25am	2/1	10.20am	2/1
16.	Hespeler	150	"	4.40pm	"	3.35am	"	5.30am	"	9.38am	"	10.30am	"
17.	Brantford	180	"	4.30pm	"	3.35am	"	5.30am	"	9.33am	"	10.20am	"
18.	Brantford	230	"	6.00pm	"	3.35am	"	5.30am	"	9.37am	"	10.45am	"
19.	London	40	"	5.30pm	"	3.35am	"	5.30am	"	9.29am	"	10.10am	"
20.	Sarnia	20	"	3.00pm	"	4.15am	"	6.40am	"	9.53am	"	10.15am	"
21.	Sarnia	280	"	3.10pm	"	4.15am	"	6.40am	"	9.39AM	"	10.50am	"
22.	Sarnia	16	"	3.10pm	"	4.15am	"	6.40am	"	9.33am	"	10.15am	"
23.	Kitchener	80	"	1.30pm	"	6.05am	"	7.40am	"	9.37am	"	10.45am	"
24.	Stratford	760	"	2.30pm	"	6.05am	"	7.40am	"	9.22am	"	10.30am	"
25.	Stratford	180	"	4.10pm	"	6.05am	"	7.40am	"	9.53am	"	10.15am	"
26.	Stratford	90	"	4.10pm	"	6.05am	"	7.40am	"	9.53am	"	10.15am	"
27.	Cobourg	400	"	11.00am	"	11.50pm	1/31	5.30am	"	9.39am	"	10.00am	"
28.	Trenton	975	"	5.00pm	"	6.30am	2/1	7.00am	"	10.25am	"	10.45am	"
29.	Napanee	200	"	3.30pm	"	6.30am	2/1	7.30am	"	9.35am	"	10.10am	"
30.	Ernestown	84	"	10.00am	"	6.30am	"	7.30am	"	9.53am	"	10.50am	"
31.	Gananoque	50	"	1.00pm	"	6.30am	"	7.30am	"	9.15am	"	10.10am	"
32.	Gananoque	150	"	4.00pm	"	6.30am	"	7.30am	"	9.53am	"	10.50am	"
33.	Kingston	100	"	3.00pm	"	6.30am	"	7.30am	"	10.32am	"	10.50am	"
34.	Brockville	80	"	5.15pm	"	6.30am	"	7.30am	"	9.31am	"	10.00am	"
35.	Brockville	60	"	4.40pm	"	6.30am	"	7.30am	"	9.45am	"	10.25am	"
36.	Brockville	90	"	3.30pm	"	6.30am	"	7.30am	"	9.39am	"	10.58am	"
37.	Ottawa	200	"	4.45pm	"	6.30am	"	7.30am	"	9.46am	"	10.20am	"
38.	Barrie	70	"	10.06am	"	1.45am	"	5.30am	"	9.11am	"	10.15am	"
39.	Orillia	1540	"	4.10pm	"	1.45am	"	5.30am	"	9.45am	"	10.15am	"
40.	Gravenhurst	55	"	3.10pm	"	2.30am	"	5.30am	"	9.25am	"	10.25am	"
41.	Bracebridge	70	"	3.00pm	"	2.30am	"	5.30am	"	9.45am	"	10.20am	"

SERVICE AT TORONTO

Consignment No.	Shipment from	Weight of shipment	Date shipped	Time received from shipper	Train arrival Time	Train arrival Date	Placement Weight Car at Railway Freight Shed Time	Placement Weight Car at Railway Freight Shed Date	Delivery shipment to carriage vehicle Time	Delivery shipment to carriage vehicle Date	Delivery shipment to Consignee Time	Delivery shipment to Consignee Date
15.	St.Catherines	90	1/11	4.55pm 1/11	8.30am	2/1	7.55am	2/1	8.25am	2/1	10.20am	2/1
16.	Hespeler	160	"	4.40pm "	2.35am	"	5.30am	"	8.45am	"	10.05am	"
17.	Brantford	140	"	4.30pm "	3.35am	"	6.30am	"	8.35am	"	10.20am	"
18.	Brantford	230	"	6.00pm "	4.35am	"	6.30am	"	9.25am	"	10.45am	"
19.	London	40	"	8.30pm "	3.35am	"	8.20am	"	9.25am	"	10.10am	"
20.	Berwick	130	"	9.00pm "	4.15am	"	8.40am	"	9.55am	"	10.15am	"
21.	Corwin	280	"	8.10pm "	4.15am	"	8.40am	"	9.45am	"	10.00am	"
22.	Berwick	10	"	5.10pm "	4.15am	"	8.40am	"	9.45am	"	10.15am	"
23.	Kitchener	20	"	3.30pm "	6.05am	"	7.40am	"	9.37am	"	10.45am	"
24.	Glenallard	700	"	5.25pm "	6.05am	"	7.40am	"	9.25am	"	10.05am	"
25.	Glenallard	160	"	6.10pm "	6.05am	"	7.40am	"	9.25am	"	10.15am	"
26.	Kitchener	90	"	6.10pm "	6.05am	"	7.40am	"	9.15am	"	10.15am	"
27.	Galvert	400	"	11.00am "	11.15pm	1/11	5.25am	"	8.40am	"	10.00am	"
28.	Trenton	270	"	3.00pm "	8.30am	2/1	7.00am	"	10.45am	"	10.45am	"
29.	Napanee	200	"	3.00pm "	8.30am	2/1	7.30am	"	9.35am	"	10.30am	"
30.	Brockville	80	"	10.00am "	8.30am	"	7.45am	"	9.25am	"	10.10am	"
31.	Gananoque	50	"	1.00pm "	8.30am	"	7.45am	"	9.15am	"	10.10am	"
32.	Gananoque	120	"	4.00pm "	8.30am	"	7.45am	"	9.25am	"	10.25am	"
33.	Kingston	100	"	3.00pm "	8.30am	"	7.50am	"	10.12am	"	10.40am	"
34.	Brockville	80	"	5.10pm "	8.30am	"	7.40am	"	9.31am	"	10.00am	"
35.	Brockville	80	"	4.40pm "	8.30am	"	7.35am	"	9.18am	"	10.25am	"
36.	Lansdowne	90	"	5.30pm "	8.30am	"	7.45am	"	9.15am	"	10.20am	"
37.	Delta	200	"	4.40pm "	8.30am	"	7.30am	"	9.45am	"	10.20am	"
38.	Burgin	70	"	10.00am "	1.45am	"	6.25am	"	9.11am	"	10.15am	"
39.	Ottawa	1800	"	4.10am "	2.45am	"	6.45am	"	9.45am	"	10.15am	"
40.	Gravenhurst	25	"	2.15pm "	2.20am	"	6.25am	"	9.25am	"	10.20am	"
41.	Bracebridge	70	"	4.35pm "	2.20am	"	5.20am	"	9.40am	"	10.30am	"

Example No.	Shipment From	Weight of Shipment	Date Shipped	Time received from shipper		Train Arrival		SERVICE AT TORONTO: Placement freight car at Railway Freight Shed		Delivery Shipment to Cartage Vehicle		Delivery Shipment to Consignee	
						Time	Date	Time	Date	Time	Date	Time	Date
42.	Hamilton	40	1/31	11.00am	1/31	1.30am	2/1	5.30am	2/1	9.31am	2/1	11.30am	2/1
43.	Port Dover	250	"	4.00pm	"	1.30am	2/1	5.30am	"	9.11am	"	11.35am	"
44.	Port Dover	200	"	4.00pm	"	1.30am	"	5.30am	"	8.53am	"	11.10am	"
45.	Hamilton	230	"	4.50pm	"	1.30am	"	5.30am	"	9.53am	"	11.45am	"
46.	Port Erie	310	"	4.45pm	"	5.30am	"	8.00am	"	9.53am	"	11.25am	"
47.	Woodstock	140	"	4.50pm	"	3.35am	"	5.30am	"	9.35am	"	11.25am	"
48.	Windsor	340	"	3.50pm	"	6.15am	"	7.55am	"	10.28am	"	11.15am	"
49.	Windsor	80	"	1.00pm	"	6.15am	"	7.55am	"	10.53am	"	11.55am	"
50.	Guelph	51	"	3.00pm	"	6.05am	"	7.40am	"	10.07am	"	11.40am	"
51.	Guelph	80	"	3.00pm	"	6.05am	"	7.40am	"	10.32am	"	11.15am	"
52.	Stratford	850	"	2.50pm	"	6.05am	"	7.40am	"	10.55am	"	11.50am	"
53.	St. Jacobs	210	"	2.00pm	"	6.05am	"	7.40am	"	10.28am	"	11.25am	"
54.	Elmira	390	"	2.30pm	"	6.05am	"	7.40am	"	10.40am	"	11.30am	"
55.	Listowel	120	"	3.00pm	"	6.05am	"	7.40am	"	10.55am	"	11.55am	"
56.	Kincardine	170	"	11.20am	"	6.05am	"	7.40am	"	9.53am	"	11.50am	"
57.	Pt.Elgin	210	"	12.00 N.	"	6.05am	"	7.40am	"	11.02am	"	11.40am	"
58.	Pt.Elgin	300	"	12.00 N.	"	6.05am	"	7.40am	"	11.12am	"	12.00 N.	"
59.	Southampton	1835	"	11.30am	"	6.05am	"	7.40am	"	9.34am	"	11.10am	"
60.	Owen Sound	60	"	4.00pm	"	6.05am	"	7.40am	"	11.18am	"	12.00 N.	"
61.	Chesley	50	"	2.00pm	"	6.05am	"	7.40am	-	10.28am	"	11.15am	"
62.	Trenton	240	"	3.00pm	"	6.30am	"	7.00am	"	9.35am	"	11.25am	"
63.	Trenton	240	"	3.00pm	"	6.30am	"	7.00am	"	9.35am	"	11.25am	"
64.	Gananoque	100	"	2.30pm	"	6.30am	"	7.30am	"	9.37am	"	11.40am	"
65.	Kingston	190	"	3.00pm	"	6.30am	"	7.30am	"	10.27am	"	11.30am	"
66.	Kingston	90	"	3.00pm	"	6.30am	"	7.30am	"	9.31am	"	11.20am	"
67.	Kingston	70	"	1.30pm	"	6.30am	"	7.30am	"	10.32am	"	11.05am	"
68.	Kingston	480	"	1.30pm	"	6.30am	"	7.30am	"	9.35am	"	11.10am	"
69.	Iroquois	60	"	11.20am	"	6.30am	"	7.30am	"	10.40am	"	11.20am	"
70.	Iroquois	50	"	11.20am	"	6.30am	"	7.30am	"	10.22am	"	11.45am	"
71.	Prescott	40	"	3.30pm	"	6.30am	"	7.30am	"	10.40am	"	11.55am	"
72.	Prescott	1360	"	3.30pm	"	6.30am	"	7.30am	"	10.32am	"	11.45am	"
73.	Cornwall	1560	"	4.00pm	"	6.30am	"	8.10am	"	10.53am	"	11.23am	"
74.	Brockville	1100	"	2.00pm	"	6.30am	"	7.30am	"	11.00am	"	11.50am	"
75.	Ottawa	300	"	9.00am	"	6.30am	"	7.30am	"	10.32am	"	11.59am	"

SERVICE AT TORONTO

Example No.	Shipment Type	Weight of shipment	Date shipped	Time received after shipment	Train Arrival Date	Train Arrival Date	Freight car at Railway Freight Shed Time	Freight car at Railway Freight Shed Date	Delivery Shipment to Customs Warehouse Time	Delivery Shipment to Customs Warehouse Date	Delivery Shipment to Customs Warehouse Time	Delivery Shipment to Customs Warehouse Date
47.	Tomkins	40	X/21	11.00am	1.20am	2/1	6.30am	2/1	9.31am	2/1	11.20am	2/1
48.	Port Power	800	"	4.00pm	1.00am	2/1	5.30am	"	9.11am	"	11.50am	"
49.	Port Power	700	"	4.00pm	1.30am	"	5.00am	"	8.32am	"	11.10am	"
50.	Tomkins	270	"	4.30pm	1.20am	"	5.20am	"	8.48am	"	11.48am	"
51.	Port Arts	210	"	4.45pm	2.00am	"	6.00am	"	8.42am	"	11.37am	"
52.	Woodstock	140	"	4.30pm	2.20am	"	6.20am	"	8.53am	"	11.22am	"
53.	Windsor	340	"	4.00pm	2.15am	"	7.05am	"	10.32am	"	11.15am	"
54.	Windsor	60	"	4.00pm	2.05am	"	7.15am	"	10.55am	"	11.55am	"
55.	Guelph	11	"	3.30pm	2.00am	"	7.40am	"	10.07am	"	11.40am	"
56.	Guelph	60	"	4.00pm	2.00am	"	7.10am	"	10.27am	"	11.15am	"
57.	Stratford	880	"	3.30pm	2.05am	"	7.40am	"	10.05am	"	11.30am	"
58.	St. Jerome	210	"	7.00pm	2.00am	"	8.05am	"	10.22am	"	11.10am	"
59.	Kingston	280	"	2.45pm	2.00am	"	7.40am	"	10.44am	"	11.00pm	"
60.	Lindsay	120	"	3.00pm	2.05am	"	7.40am	"	10.05am	"	11.20am	"
61.	Kingsville	170	"	11.00am	2.05am	"	7.40am	"	8.45am	"	11.00am	"
62.	St. Mary's	210	"	12.00 N.	2.05am	"	7.40am	"	11.02am	"	11.10am	"
63.	St. Mary's	800	"	12.00 N.	2.05am	"	7.40am	"	11.12am	"	12.00 N.	"
64.	Southampton	1750	"	11.30am	2.05am	"	7.40am	"	7.00am	"	11.10am	"
65.	Owen Sound	60	"	2.00pm	2.05am	"	7.40am	"	11.10am	"	12.00 N.	"
66.	Bracebridge	50	"	3.00pm	2.05am	"	7.40am	"	10.22am	"	11.15am	"
67.	Preston	240	"	3.00pm	2.05am	"	7.40am	"	7.00am	"	11.20am	"
68.	Preston	240	"	3.00pm	2.05am	"	7.40am	"	9.40am	"	11.25am	"
69.	Saskatoon	100	"	3.00pm	2.05am	"	7.40am	"	9.35am	"	11.40am	"
70.	Medicine Hat	100	"	3.00pm	2.05am	"	7.40am	"	10.37am	"	11.30am	"
71.	Kingston	50	"	3.00pm	2.05am	"	7.40am	"	9.31am	"	11.40am	"
72.	Kingston	70	"	1.30pm	2.05am	"	7.50am	"	10.42am	"	11.00am	"
73.	Toronto	400	"	1.00pm	2.05am	"	7.40am	"	9.00am	"	11.10am	"
74.	Toronto	50	"	11.00am	2.05am	"	7.40am	"	10.00am	"	11.10am	"
75.	Sydney	80	"	8.00pm	2.05am	"	7.50am	"	10.22am	"	11.40am	"
76.	Fredericton	40	"	8.00pm	2.05am	"	7.50am	"	10.00am	"	11.30am	"
77.	Fredericton	1800	"	3.30pm	2.05am	"	7.40am	"	10.00am	"	11.40am	"
78.	Montreal	2000	"	4.00pm	2.05am	"	6.10am	"	10.00am	"	11.15am	"
79.	Broadview	1100	"	2.00pm	2.05am	"	7.30am	"	11.00am	"	11.20am	"
80.	Ottawa	300	"	8.00am	2.05am	"	7.40am	"	10.00am	"	11.40am	"

Example No.	Shipment from	Weight of Shipment	Date Shipped	Time received from shipper		Train arrival		SERVICE AT TORONTO					
								Placement freight car at railway freight shed		Delivery shipment to cartage vehicle		Delivery shipment to Consignee	
						Time	Date	Time	Date	Time	Date	Time	Date
76.	Ottawa	380	1/31	3.00pm	1/31	6.30am	2/1	7.30am	2/1	10.28am	2/1	11.15am	2/1
77.	Ottawa	200	"	4.30pm	"	6.30am	"	7.30am	"	10.07am	"	11.42am	"
78.	Ottawa	5020	"	4.00pm	"	6.30am	"	7.30am	"	10.07am	"	11.00am	"
79.	Ottawa	110	"	5.45pm	"	6.30am	"	7.30am	"	11.12am	"	11.30am	"
80.	Gravenhurst	350	"	5.10pm	"	2.30am	"	5.30am	"	9.11am	"	11.00am	"
81.	Gravenhurst	260	"	4.00pm	"	2.30am	"	5.30am	"	8.53am	"	11.25am	"
82.	Gravenhurst	687	"	5.00pm	"	2.30am	"	5.30am	"	9.28am	"	11.15am	"

Example No.	Shipment From	Weight of Shipment	Date Shipped	Time received at Shed	Train Arrival Time	Train Arrival Date	SERVICE AT TORONTO: Placement Freight Car At Railway Freight Shed Time	Placement Date	Delivery Shipment to Cartage Vehicle Time	Delivery Date	Delivery Shipment to Consignee Time	Delivery Date
Pro:												
3506	Montreal	5,280	1/31	5.45 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.37 am	2/1	9.10 am	2/1
3507	"	70	"	5.55 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.53 am	2/1	9.55 am	2/1
3513	"	90	"	6.15 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.39 am	2/1	9.20 am	2/1
3515	"	130	"	6.15 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.39 am	2/1	9.40 am	2/1
3519	"	720	"	6.20 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.37 am	2/1	9.50 am	2/1
3524	"	40	"	6.45 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.35 am	2/1	9.50 am	2/1
3539	"	1,090	"	5.45 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.29 am	2/1	9.45 am	2/1
3541	"	30	"	6.35 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.22 am	2/1	9.50 am	2/1
3543	"	10	"	5.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.37 am	2/1	9.30 am	2/1
3547	"	40	"	5.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.54 am	2/1	9.25 am	2/1
3552	"	80	"	6.15 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.39 am	2/1	9.05 am	2/1
3560	"	240	"	6.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.11 am	2/1	9.35 am	2/1
3564	"	100	"	5.45 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.35 am	2/1	9.45 am	2/1
3504	"	390	"	5.25 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.39 am	2/1	10.50 am	2/1
3508	"	60	"	6.00 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.29 am	2/1	10.50 am	2/1
3510	"	160	"	6.00 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.25 am	2/1	10.55 am	2/1
3511	"	400	"	6.00 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.31 am	2/1	10.00 am	2/1
3512	"	400	"	6.00 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.29 am	2/1	10.45 am	2/1
3514	"	330	"	6.15 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.27 am	2/1	10.30 am	2/1
3518	"	90	"	6.10 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.25 am	2/1	10.30 am	2/1
3520	"	30	"	6.25 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.39 am	2/1	10.32 am	2/1
3522	"	70	"	6.45 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.58 am	2/1	10.30 am	2/1
3523	"	120	"	6.45 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.11 am	2/1	10.10 am	2/1
3525	"	140	"	6.40 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.29 am	2/1	10.30 am	2/1
3527	"	140	"	6.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.37 am	2/1	10.45 am	2/1
3533	"	20	"	6.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.06 am	2/1	10.10 am	2/1
3537	"	850	"	6.10 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.37 am	2/1	10.45 am	2/1
3542	"	100	"	5.35 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.58 am	2/1	10.05 am	2/1
3549	"	110	"	6.00 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.27 am	2/1	10.20 am	2/1
3550	"	50	"	6.00 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.29 am	2/1	10.55 am	2/1
3553	"	330	"	6.10 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.53 am	2/1	10.45 am	2/1

SERVICE AT TORONTO

Example No.	Shipment From	Weight of Shipment	Date Shipped	Time received at Shed	Train Arrival Time	Train Arrival Date	Placement Freight Car at Railway Freight Shed Time	Placement Freight Car at Railway Freight Shed Date	Delivery Shipment to Cartage Vehicle Time	Delivery Shipment to Cartage Vehicle Date	Delivery Shipment to Consignee Time	Delivery Shipment to Consignee Date
Pro:												
3554	Montreal	60	1/31	6.40 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.39 am	2/1	10.10 am	2/1
3555	"	80	"	6.40 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.58 am	2/1	10.55 am	2/1
3558	"	100	"	6.40 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.58 am	2/1	10.45 am	2/1
3562	"	1,360	"	5.55 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.11 am	2/1	10.35 am	2/1
3563	"	80	"	5.45 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.53 am	2/1	10.10 am	2/1
3566	"	210	"	5.55 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.26 am	2/1	10.15 am	2/1
3505	"	280	"	5.25 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.22 am	2/1	11.00 am	2/1
3509	"	70	"	6.00 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.39 am	2/1	11.05 am	2/1
3516	"	180	"	6.10 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.27 am	2/1	11.15 am	2/1
3521	"	550	"	6.45 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.31 am	2/1	11.15 am	2/1
3526	"	60	"	6.40 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.53 am	2/1	11.50 am	2/1
3528	"	60	"	6.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.27 am	2/1	11.45 am	2/1
3529	"	80	"	6.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.39 am	2/1	11.00 am	2/1
3530	"	80	"	6.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.27 am	2/1	11.20 am	2/1
3531	"	600	"	6.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.53 am	2/1	11.00 am	2/1
3532	"	60	"	6.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.22 am	2/1	11.40 am	2/1
3534	"	30	"	6.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.53 am	2/1	11.45 am	2/1
3536	"	50	"	6.15 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.29 am	2/1	11.05 am	2/1
3538	"	120	"	6.00 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.27 am	2/1	11.10 am	2/1
3540	"	70	"	5.40 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.37 am	2/1	11.45 am	2/1
3551	"	110	"	6.15 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.58 am	2/1	11.20 am	2/1
3556	"	120	"	6.40 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.25 am	2/1	11.10 am	2/1
3557	"	200	"	6.40 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.53 am	2/1	11.55 am	2/1
3559	"	210	"	6.40 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.58 am	2/1	11.15 am	2/1
3561	"	60	"	6.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	11.00 am	2/1	11.10 am	2/1
3565	"	1,000	"	6.00 pm 1/31	6.15 am	2/1	7.00 am	2/1	10.07 am	2/1	11.35 am	2/1
3568	"	30	"	5.35 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.53 am	2/1	11.10 am	2/1

NOTE: Time of Arrival of Train at Toronto indicates time of arrival of train at Mimico or Bathurst Street
Delivery to Consignee indicates the actual time freight was placed in consignee's warehouse and Cartage Vehicle released.

Example No.	Shipment From	Weight of Shipment	Date Shipped	Time received from shipper	Train Arrival Time	Train Arrival Date	SERVICE AT MONTREAL: Placement Freight Car at Railway Freight Shed Time	Placement Freight Car at Railway Freight Shed Date	Delivery shipment to Cartage Vehicle Time	Delivery shipment to Cartage Vehicle Date	Delivery shipment to Consignee Time	Delivery shipment to Consignee Date
TN 5673	Toronto	70	Jan.31	4.15 PM	6.10am	Feb. 1	8.13 AM	Feb. 1	8.50 AM	Feb. 1	9.55 AM	Feb. 1
5674	"	80	"	3.40 "	"	"	"	"	9.10 AM	"	9.45 AM	"
5675	"	210	"	5.00 "	"	"	"	"	9.00 AM	"	9.45 AM	"
5736	"	340	"	3.00 PM	"	"	"	"	9.15 AM	"	9.50 AM	"
5737	"	30	"	3.55 PM	"	"	"	"	9.25 AM	"	9.45 AM	"
5742	"	40	"	4.05 PM	"	"	"	"	9.20 AM	"	9.40 AM	"
5754	"	1230	"	4.40 PM	"	"	"	"	9.10 AM	"	9.50 AM	"
5764	"	40	"	1.20 PM	"	"	"	"	9.25 AM	"	9.55 AM	"
5655	"	4000	"	5.00 PM	"	"	"	"	9.35 AM	"	10.25 AM	"
5658	"	120	"	4.45 PM	"	"	"	"	10.00 AM	"	10.50 AM	"
5660	"	550	"	4.55 PM	"	"	"	"	9.00 AM	"	10.45 AM	"
5662	"	190	"	5.00 PM	"	"	"	"	9.00 AM	"	10.15 AM	"
5663	"	230	"	4.25 PM	"	"	"	"	9.00 AM	"	10.15 AM	"
5665	"	40	"	4.30 PM	"	"	"	"	9.30 AM	"	10.45 AM	"
5666	"	180	"	4.30 PM	"	"	"	"	8.40 AM	"	10.15 AM	"
5670	"	40	"	4.00 PM	"	"	"	"	9.20 AM	"	10.30 AM	"
5676	"	50	"	4.10 PM	"	"	"	"	9.30 AM	"	10.30 AM	"
5678	"	420	"	4.40 PM	"	"	"	"	9.00 AM	"	10.35 AM	"
5684	"	670	"	11.00 AM	"	"	"	"	9.25 AM	"	10.15 AM	"
5685	"	110	"	4.45 PM	"	"	"	"	9.30 AM	"	10.45 AM	"
5686	"	180	"	4.45 PM	"	"	"	"	9.50 AM	"	10.20 AM	"
5687	"	110	"	4.45 PM	"	"	"	"	9.45 AM	"	10.40 AM	"
5722	"	80	"	4.30 PM	"	"	"	"	9.45 AM	"	10.25 AM	"
5723	"	690	"	4.30 PM	"	"	"	"	9.15 AM	"	10.05 AM	"
5724	"	20	"	3.00 PM	"	"	"	"	9.15 AM	"	10.20 AM	"
5728	"	30	"	4.15 PM	"	"	"	"	9.15 AM	"	10.15 AM	"
5731	"	70	"	6.45 PM	"	"	"	"	9.15 AM	"	10.10 AM	"
5743	"	420	"	3.05 PM	"	"	"	"	9.20 AM	"	10.50 AM	"

Example No.	Shipment From	Weight of Shipment	Date Shipped	Time received from shipper	Train Arrival Time	Train Arrival Date	SERVICE AT MONTREAL: Placement Freight Car at Railway Freight Shed Time	Placement Freight Car at Railway Freight Shed Date	Delivery shipment to Cartage Vehicle Time	Delivery shipment to Cartage Vehicle Date	Delivery shipment to Consignee Time	Delivery shipment to Consignee Date
TM 5744	Toronto	210	Jan.31	5.15 PM	6.10 AM	Feb.1	8.13 AM	Feb.1	9.20 AM	Feb.1	10.00 AM	Feb.1
5747	"	30	"	5.30 PM	"	"	"	"	9.10 AM	"	10.25 AM	"
5748	"	40	"	4.45 PM	"	"	"	"	9.30 AM	"	10.20 AM	"
5749	"	80	"	4.45 PM	"	"	"	"	9.05 AM	"	10.25 AM	"
5751	"	650	"	4.10 PM	"	"	"	"	9.40 AM	"	10.15 AM	"
5752	"	140	"	3.20 PM	"	"	"	"	9.50 AM	"	10.25 AM	"
5753	"	40	"	5.00 PM	"	"	"	"	9.30 AM	"	10.00 AM	"
5756	"	20	"	11.20 AM	"	"	"	"	9.20 AM	"	10.35 AM	"
5757	"	300	"	2.30 PM	"	"	"	"	9.40 AM	"	10.55 AM	"
5759	"	60	"	2.00 PM	"	"	"	"	8.40 AM	"	10.05 AM	"
5763	"	100	"	2.30 PM	"	"	"	"	9.45 AM	"	10.35 AM	"
5765	"	20	"	1.30 PM	"	"	"	"	9.25 AM	"	10.40 AM	"
5806	"	10	"	5.00 PM	"	"	"	"	9.50 AM	"	10.40 AM	"
5812	"	250	"	4.40 PM	"	"	"	"	9.15 AM	"	10.15 AM	"
5813	"	200	"	4.40 PM	"	"	"	"	9.45 AM	"	10.35 AM	"
5814	"	180	"	4.30 PM	"	"	"	"	8.50 AM	"	10.20 AM	"
5818	"	30	"	4.15 PM	"	"	"	"	8.50 AM	"	10.20 AM	"
5653	"	10	"	3.55 PM	"	"	"	"	9.25 AM	"	11.20 AM	"
5654	"	40	"	3.50 PM	"	"	"	"	10.15 AM	"	11.20 AM	"
5657	"	50	"	4.20 PM	"	"	"	"	9.25 AM	"	11.40 AM	"
5659	"	630	"	4.10 PM	"	"	"	"	9.30 AM	"	11.15 AM	"
5661	"	580	"	4.50 PM	"	"	"	"	9.40 AM	"	11.05 AM	"
5664	"	2000	"	4.10 PM	"	"	"	"	10.15 AM	"	11.00 AM	"
5667	"	50	"	4.30 PM	"	"	"	"	10.00 AM	"	11.10 AM	"
5668	"	50	"	4.30 PM	"	"	"	"	10.05 AM	"	11.15 AM	"
5669	"	60	"	4.15 PM	"	"	"	"	9.45 AM	"	11.35 AM	"
5671	"	310	"	4.30 PM	"	"	"	"	10.15 AM	"	11.30 AM	"
5672	"	200	"	4.30 PM	"	"	"	"	10.15 AM	"	11.30 AM	"
5677	"	140	"	4.35 PM	"	"	"	"	9.50 AM	"	11.10 AM	"

Example No.	Shipment from	Weight of shipment	Date Shipped	Time received from shipper	Train Arrival		SERVICE AT MONTREAL					
							Placement freight car at railway freight shed		Delivery shipment to Cartage Vehicle		Delivery shipment to Consignee	
					Time	Date	Time	Date	Time	Date	Time	Date
TM 5714	Toronto	60	Jan. 31	4.45 PM	6.10 AM	Feb. 1	8.13 AM	Feb. 1	10.00 AM	Feb. 1	11.35 AM	Feb. 1
5734	"	110	"	4.40 PM	"	"	"	"	10.00 AM	"	11.15 AM	"
5738	"	40	"	3.55 PM	"	"	"	"	10.00 AM	"	11.05 AM	"
5741	"	140	"	4.05 PM	"	"	"	"	10.30 AM	"	11.50 AM	"
5750	"	140	"	3.40 PM	"	"	"	"	9.50 AM.	"	11.00 AM	"
5755	"	150	"	4.40 PM	"	"	"	"	9.20 AM	"	11.00 AM	"
5758	"	30	"	2.45 PM	"	"	"	"	10.00 AM	"	11.25 AM	"
5760	"	490	"	2.20 PM	"	"	"	"	9.30 AM	"	11.45 AM	"
5761	"	250	"	2.40 PM	"	"	"	"	9.50 AM	"	11.00 AM	"
5762	"	400	"	2.40 PM	"	"	"	"	10.30 AM	"	11.40 AM	"
5823	"	90	"	4.15 PM	"	"	"	"	10.15 AM	"	11.00 AM	"
5777	"	1040	"	2.40 PM	"	"	"	"	9.50 AM	"	11.45 AM	"
5778	"	40	"	4.45 PM	"	"	"	"	10.45 AM	"	11.30 AM	"
5739	"	40	"	4.05 PM	"	"	"	"	10.30 AM	"	12.05 PM	"
5740	"	40	"	4.05 PM	"	"	"	"	9.25 AM	"	12.05 PM	"
5745	"	160	"	4.15 PM	"	"	"	"	9.50 AM	"	12.30 PM	"
5746	"	100	"	4.15 PM	"	"	"	"	10.45 AM	"	12.15 PM	"
5730	"	900	"	6.10 PM	"	"	"	"	10.10 AM	"	1.20 PM	"

C. E. HASTINGS

SUGGESTED ADDITIONAL LEGISLATION OR REGULATIONS

1. That the requirements of the regulations respecting brakes on motor vehicles where they now require that a vehicle at 20 miles per hour shall be capable of stopping in 50 feet, should be altered so that this distance of 50 feet should read 30 feet.

2. Every truck, tractor, semi-trailer and trailer shall be equipped with brakes on all wheels that are normally in contact with the road surface (except that this section shall not apply to semi-trailers of a gross weight of less than 3000 pounds).

3. That the design shall be such that the brakes on the wheels of the rearmost axle of a combination of vehicles, shall commence to act in synchronism or before the other brakes on the combination of vehicles, and that the brakes on the wheels of the rearmost axle shall develop their maximum braking effort at a faster rate of speed than those brakes acting on wheels forward of them.

4. Where a vacuum or air pressure braking system is employed, a suitable warning device should be mounted in such a position as to be readily visible to the driver of the vehicle that would indicate to him the existence of any leakage or impending failure.

5. The braking mechanism shall be so designed that the breaking away of a trailer or semi-trailer from the towing vehicle shall result in the brakes of the trailer or semi-trailer automatically being applied, and means shall be provided to maintain the application of such brakes under such circumstances for a period of at least 15 minutes.

6. The braking system shall be so designed that the cutting in two of any one element of the operating mechanism or the non-rotation of the motor shall not leave the vehicle or combination of vehicles without brakes effective on at least half the number of wheels of the vehicle or vehicles.

7. No truck, tractor, semi-trailer or trailer shall be operated if one or more of its tires are worn smooth, and so that they do not expose an adequate non-skid surface on the tread and no re-tread tire or "second" shall be used on any such vehicle.

8. A. Every truck shall be equipped with the following lights:-

On the front:	2 headlamps, 2 clearance lamps, one on each side.
On the side:	1 reflector at or near the rear.
On the rear:	2 tail lamps, 2 clearance lamps, one on each side, and a stop light, in addition to 2 reflectors, one on each side.

B. Every tractor shall be equipped with:-

On the front:	2 headlights, one on each side, 2 clearance lights one on each side.
On the side:	2 side marker lamps, one on each side of the cab, and one reflector at or near the rear.
On the rear:	2 tail lights.

C. Every trailer and semi-trailer shall be equipped with:-

On the front:	2 clearance lights, one on each side.
On the sides:	4 side marker lamps, one near the front and one near the rear of each side.
On the rear:	2 tail lights, one on each side, 2 clearance lights, one on each side, a stop light, and 2 reflectors, one on each side.

9. No truck or tractor trailer combination shall be so loaded as to render the vehicle or combination of vehicles incapable ofmaintaining a speed of at least 30 miles per hour on a 5% grade.

10. No vehicle which exceeds 26 feet in length shall draw a trailer or semi-trailer on any highway, and no trailer or semi-trailer shall be attached to any truck or tractor unless the combined overall length is less than 35 feet, except that this shall not apply to trailers constructed and normally used for the conveyance of indivisible loads of exceptional lengths.

11. The overall width of any truck, tractor, semi-trailer or trailer, shall not exceed 7 feet.

12. Not more than two vehicles shall be coupled together on the highway at any one time except in cases of towing a disabled unit.

13. No truck or tractor trailer combination shall be operated upon any highway unless it is carrying with it a certificate of road worthiness issued by a duly appointed inspecting officer within a period of not more than one month.

C. E. HASTINGS

AUTOMOTIVE ENGINEER
AND ADJUSTER

TORONTO
CANADA

SUMMER OFFICE: ORILLIA
PHONE - 41

1013 METROPOLITAN BLDG.
ELGIN 6341

March 11th, 1938.

Re: Motor Transports

Having been occupied entirely for the past twenty years in the study of motor vehicle accidents, their causes, results, etc. I have no hesitation in stating that the operation of motor trucks and trailers on our highways plays a big part in our accident frequency.

In endeavoring to analyse the causes of accidents in which trucks and trailers are involved, I have come to the conclusion that the chief factor is the driver.

It must, of course, be borne in mind that any general remarks along these lines, of necessity, do not apply to everyone involved in this line of business, but as a general rule I have been impressed with the fact that the truck drivers are not a proper type of citizen to be entrusted with the operation of any piece of machinery where one miscalculations, or the exercise of poor judgment on one occasion, or lack of alertness, might, and frequently does bring injuries and death to innocent people.

Of course, one of the reasons why many of the drivers are not the right calibre of men to be entrusted with such a responsibility, is because of the inadequate wages which they are paid, and another being long hours of employment.

In the past some steps were taken to try to insure that a truck driver would not be worked beyond a definite number of hours without proper time for rest. This regulation, however, even if it were adequate, is easily circumvented, and recently, we have learned of different cases where employers pay their drivers a certain stipulated amount for a return trip between two cities.

Such a trip, if the driver were to drive continuously, might mean a great many more hours steady driving than that permitted by the regulations, but the owner would be free from penalty under such circumstances, as he was paying the driver by the trip without stipulating the hours that the driver was to remain on duty. The result of such arrangement is that the amount paid for such a return trip is usually so small that in order to make a decent living wage, the driver is forced to continue driving for much longer hours than are in the interests of public safety.

In the operation of a motor vehicle possibly for several hours, the operator generally becomes visually and mentally dopey. The result is that he is more or less drowsy without actually being asleep, and will frequently permit his vehicle to wander across the centre line without realizing that he is doing so. His personal reaction time, under such circumstances, is slowed down very markedly, and to such an extent that when an emergency arises, he cannot react quickly enough to avoid an accident which, under other circumstances, he readily could have, and would have avoided.

On this point, I cannot only speak from the experience which I have

gained from the investigation of several thousand accidents, but also from my own personal experience in driving when I have forced myself to drive beyond the point where one normally should cease, and I have on many occasions got to that "dopey" state referred to above, and on one occasion in the army I drove until I actually fell asleep at the wheel.

The fact that an operator will actually fall asleep at the wheel is something that very few will admit. The admission would, of course, mean that they would lose their job. When this experience happened to me I realized that I was getting dopey and sleepy, and I also realized that if I fell asleep it would probably mean death, and I kept slapping myself on the face, but notwithstanding this, and the realization of the danger, I actually did fall asleep, and finished up in the ditch.

The reason I have mentioned this at some length, is because I do not believe that the average individual realizes the seriousness of people operating motor vehicles on the highway for a prolonged stretch without proper rest in between, and I feel that a great deal more stress should be put on this aspect of the matter than has ever been done heretofore.

With respect to the type of individual into whose hands is placed an instrument of potential death-dealing power, it is difficult to express any opinion or suggestion with respect to how they are to be chosen, but there are unquestionably, on the highways at the present time, many who have not got the proper realization of their responsibility, and certainly there are very few under 25 years of age who have a proper appreciation of that responsibility.

On this point, the Inter-State Commerce Commission in the United States has placed 21 years of age as the minimum, but from my experience, I am convinced that this is too young, and I would suggest that an age limit of 25 years should be placed as the minimum - not that those of lesser years are not capable and alert but that they do not appear, from experience, to have a proper appreciation of their sense of responsibility, and of what one false slip might, and frequently does mean, in its final analysis.

With respect to the equipment itself, the situation could, I think, be markedly improved from thepoint of view of safety, by the introduction of some additional legislation, provided it was adequately enforced, and this remark is not intended as a reflection on those entrusted with the enforcement of the existing legislation, as they are probably doing the best they can with the funds at their disposal, but legislation governing the nature, type, efficiency and manner of operation of motor vehicles, if it is to be adequately enforced, would entail substantially more enforcing officers, but even this, I feel, would be a small price to pay when the rewards to be reaped are human lives, and, of course, if no value were put on human lives at all, the saving in damages resulting from accidents to citizens of the Province would undoubtedly far exceed the additional expenses involved in the proper and thorough enforcement of adequate legislation.

Through the activity of the police and others, we find now only a small fraction of the number of vehicles with defective brakes that we used to find 10 years ago, and this is particularly surprising when we consider the fact that the distance permitted as a stopping distance from a speed of 20 miles per hour under the regulation, has never been amended, and still

stands at 50 feet, which distance was put in the regulations before the advent of four wheel brakes, and which is inadequate even for two wheel brakes.

A reasonable stop for a modern car at 20 miles per hour would be 20 feet, and even were we to allow a reasonable latitude, I think that the regulations should provide that every motor vehicle should be able to stop in say 25 feet or 30 feet at the outside from a speed of 20 miles per hour.

On this point I might state that I have had traffic officers in various parts of the Province speak to me repeatedly about how they were handicapped by this regulation, pointing out that they frequently examined cars which have brakes in a condition to render them unsafe on the highway, but that they cannot get a conviction in such cases because the magistrates still adhere to the old regulations of 50 feet at 20 miles per hour, which has never been changed. For this reason I have suggested #1 on the attached sheet.

In dealing with brakes where two vehicles are operated together, such as a tractor and trailer, it is, I think, important that the design should be such that all wheels in contact with the road should have brakes, and these should be so constructed and adjusted that the maximum braking power is exerted upon the rearmost wheels of the trailer. If this is not so, then you have the difficulty of having the maximum braking force at the front of the two vehicles, or on the tractor, and there is a tendency for the trailer to override, or push, the tractor ahead while the tractor is slowing down under a greater braking power than the trailer. This push from the trailer frequently results in jack-knifing, an expression which perhaps needs no detailed explanation other than to state that it means that the pivotal point between the two vehicles is pushed out of alignment, either to the right or left, and it frequently results in highway accidents.

With respect to the foregoing, I have suggested #2 and #3 on the attached sheet.

Where the braking system is of the vacuum or air pressure type, there should be a suitable device mounted on the instrument board in plain vision of the operator to clearly indicate to him if there is any leakage which would probably warn him of impending failure. This suggestion embodied in #4 on the attached sheet, I think requires no explanation, and a further provision of safety would be that suggested in #5 which would mean that in the event of a trailer breaking away from the towing vehicle, the brakes would automatically go on the trailer, and be capable of holding it for say, 15 minutes or such time as the operator would be presumably able to otherwise insure that it did not run down a grade by itself, or otherwise endanger other traffic.

#6 is a suggestion merely implementing legislation already in the Act.

While there has been a marked improvement in the manner in which brakes are being maintained within the past few years, inadequate brakes is only one of many factors contributing to accidents, two others being blow-outs and skidding.

There is a tendency on the part of many truck owners to operate their

tires beyond the point where they should have been discarded, if property and safety of others is the criterion by which they are to be judged.

I have observed on many occasions, trucks, tractors and trailers, being driven with one or more tires, not only worn down to the point where they were smooth and no longer exposed a non-skid surface, but in many cases they were worn down through one or more layers of fabric under the rubber.

To operate a vehicle with tires worn smooth is to deliberately increase by a very marked extent, the likelihood of that vehicle skidding on a wet or slippery pavement, and to continue to use the tires until they were down to and through some of the layers of fabric, is deliberately adding very substantially to the likelihood of accidents from blow-outs.

I am definitely of the opinion that tires when worn smooth should be discarded. Nor am I in favor of permitting the owners to have them retreaded because while the retreading will obviate the dangers referred to of skidding, the hazards from blow-outs are still there, and by the time a tire has been driven to the point where it is worn smooth, the chances are that the carcass of it has been weakened in one or more places, and this is likely to result in a blow-out, the retreading, of course, in no way is a safeguard against this.

I feel further, that not only should re-treaded tires be not permitted, but also that the purchase and use of "seconds" should not be permitted, as these are tires which in the process of manufacture have been discarded by the factory inspectors because of some defect in them. It is customary for the manufacturers to buff off the serial number and in some cases the name of the manufacturer of such tires, and to then sell them as "seconds" at a lower price.

It is for the foregoing that I suggest #7.

Considering the number of trucks and trailers that there are on the highway as compared to the number of passenger cars, there is, in my opinion, an abnormally high percentage of accidents due to vehicles from the rear coming upon trucks and running into the rear end of them. In such cases there generally is a dispute as to whether or not there was any tail light on the vehicle thus collided with, but the fact that there is an unusually high percentage of these cases where trucks are the objects collided with, is, in my opinion, due chiefly to the fact that the rear of a passenger car is usually a highly polished surface with relatively high reflecting qualities. In addition to this, there is usually a plate glass in the rear window, and a polished chromium plated bumper on the rear. The combination of these, usually results in the lights from the approaching car being reflected back in the eyes of the driver of the approaching car, with the result that he has the warning of the presence there of the vehicle, even though its tail light might be out.

This situation does not obtain in the case of a truck which, as a general rule, has no glass exposed at the rear, neither has it a rear bumper, and the back of the truck is generally not highly finished as in the motor car, and frequently is covered with mud or a tarpaulin which, in the absence of adequate warning lights, blends into the background of the road ahead and

the darkness of night, with the result that the operator of a vehicle approaching from the rear does not get added warning in the case of a truck or trailer that he does when a passenger car is ahead of him.

Additional precautions should be taken through legislation to protect the rear ends of such vehicles, experience having taught us that the present regulations are inadequate. I have, therefore suggested that not only should the rear end be protected with two tail lights as is customary practice with modern passenger cars, but also with two clearance lights, one on either side, and I would suggest that this should apply not only to vehicles with a width in excess of 80 inches, but to all trucks and trailers, and there should also be two reflectors of approved design.

The efficacy of a reflector depends, among other things, upon the angle at which it is set, and with this in mind a reflector should not be attached to the rear of a vehicle by means of any flimsy bracket which can readily be bent, and thus destroy the effectiveness of it.

Many accidents have resulted through trucks and trailers pulling out onto a highway or crossing a highway, which accidents would probably have been avoided had the side of the truck and trailer been protected by some form of side marker lights, and there have been many accidents where one vehicle, having successfully passed the front end of a truck and trailer proceeding in the opposite direction has collided with the side of them, due to the fact that the operator of the other vehicle probably assumed that the vehicle he was passing was a motor car of a normal length, and having passed the headlights of it, there is a tendency in many cases for the operator of the oncoming vehicle to swing to the left in behind the vehicle which he thinks he has cleared, and he thus collides with the side of a combination of vehicles coupled together, such as a tractor and trailer.

This situation would be taken care of by #8.

Considerable has been said and written by investigating and administration authorities, both in the United States and Great Britain, with respect to the advissability of limiting the speed of trucks and tractor and trailer combinations, and while permitting them to travel at excessively high rates of speed creates an added menace by virtue of their excessive weight and the fact that they cannot be manoeuvered as readily as a motor car, there is an aspect of the question of speed that I have not seen dealt with anywhere, and which to me, is a very important one, namely, that these trucks and combinations of vehicles on the highway create a real menace where they are travelling slower than the normal flow of traffic, and while Section 27 A of the Highway Traffic Act would appear to indicate that the legislators realize this menace, nevertheless we are constantly confronted on our highways with a heavily ladened truck or tractor trailer combinations, climbing a long hill at a very slow rate of speed, holding up a long line of traffic behind them, and this, of course, creates a real menace to operators behind, who are attempting to overtake such a combination.

They frequently feel that they can successfully overtake it before reaching the brow of the hill, not realizing that their own rate of acceleration will be materially cut down by virtue of the fact that they are

climbing a grade, and not realizing the length of highway which will have to be traversed by them before they can get back onto their proper side of the roadway ahead of the vehicle, or combination of vehicles thus overtaken.

An analysis of this point will perhaps prove interesting. Let us, for example, deal with the situation on a level highway where a tractor trailer combination of say, 40 feet overall length is proceeding at a rate of 40 miles per hour. The operator of a car behind, wishing to overtake it, will have to commence to turn to his left at a point say 30 feet behind the vehicle or vehicles to be overtaken, and will, after overtaking it, resume his position on the right hand side of the roadway ahead of the truck, at a distance of say 30 feet in front of it. These last two distances are on the low side, but it gives us in all a total distance of 100 feet that the operator of the overtaking vehicle must travel in excess of the distance travelled in that time by the vehicle or vehicles thus overtaken.

If the vehicle overtaken is travelling 40 miles per hour, as a general rule the overtaking vehicle has been trailing it for some distance, and its speed, therefore, will also be 40 miles per hour, and if we assume that it then commences to accelerate to say 50 miles per hour, we might, for the sake of calculation, assume that its average speed during the overtaking process would be half way between 40 and 50 miles per hour, or say 45 miles per hour.

This means that during the process of overtaking, there is a relative speed as between the two vehicles of 5 miles per hour, and to travel the 100 feet referred to above at 5 miles per hour requires 13.64 seconds, and at 45 miles per hour in 13.64 seconds the overtaking vehicle will traverse 900 feet of highway (dropping decimals) from the time it turns out to commence the overtaking process until it gets back wholly on its own side of the road again.

This means, of course, that it is not safe to endeavor to overtake such a combination of vehicles unless there is a clear uninterrupted vision of the highway ahead which is clear of approaching traffic for a distance in excess of at least 900 feet.

It, of course, is perfectly obvious that the longer the distance of the overall length of the combination of vehicles, the greater this figure becomes, and for that reason I feel very strongly that the overall length of such combinations of vehicles should be limited in the interests of public safety. I therefore suggest #10.

#12 is suggested with two thoughts in mind, one being that it supplements #10 in holding down the overall length, and the other being that the practice of so-called "double hook-ups" creates an added menace on the highway not only because of the added length referred to above, but also because of the increased tendency for such a combination to "jack-knife" and for the rear trailer to "snake" when travelling at high speeds along the highway.

The load that they are permitted to carry should be limited not only with respect to the damage that they do to the highway, but also with reference to the motive horsepower of the propelling vehicle,

and while I have no definite figure in mind as one that might be workable, I feel very strongly that no vehicle or combination of vehicles should be so loaded that they were incapable of maintaining a speed of at least 30 miles per hour while climbing a 5% grade.

It might well be argued that they should be capable of maintaining a higher speed, but any regulation of this type I think, should not be too drastic, for example: The Clappison Cut is a 7% grade; it is far steeper than the average grade of our Provincial highways, and I think it would be perhaps demanding too much to demand a minimum of 30 miles per hour on such a grade. On the other hand, the Rouge River grade on the Kingston Road is a 5% grade, and it is a matter of common knowledge that it is not considered an unusually steep grade. I feel, therefore, that some provision such as suggested in #9 should be made to facilitate the safe movement of traffic on our highways.

Such a regulation as suggested in #9 would also accomplish other ends of a very desirable character in themselves. It would, for example, tend to restrict the habit of over-loading equipment beyond the point for which it was designed.

The strength of various members in the design of the vehicle is governed, of course, by the load which it has to carry, and when those loads are exceeded trouble is likely to develop. This also applies to the braking mechanism which is designed to stop the vehicle under normal load conditions.

The overall width of a truck, tractor or trailer as permitted under existing legislation is, in my opinion, such as to constitute a real menace.

Where excessively wide vehicles are permitted on the highway it means that if that vehicle for any reason, such as overtaking a pedestrian, to avoid a defect in the pavement, or for any other reason has to divert its course slightly to the left then, by virtue of its great width, part of it extends over the centre line onto the lane of traffic for vehicles travelling in the opposite direction, and with excessively wide vehicles unless the operator keeps the right hand wheels close to the edge of the pavement at all times the same hazard exists.

I feel very strongly that the overall width of any vehicle, with the exception of such unusual vehicles as threshing machines, traction engines, etc. should be limited to 7 feet, and have therefore suggested #11.

The effectiveness of any legislation or regulations governing the design, maintenance, method of operation, etc., depends upon enforcement, and I feel that for such legislation and regulations to be given adequate effect, the operator should be required to obtain monthly from some duly qualified inspecting official a certificate of road worthiness for each vehicle in use. The Highway Traffic Officers, if properly instructed, might be quite capable of properly discharging these duties, although their number would probably have to be increased.

Yours very truly,
C. E. HASTINGS

CEH/VD

C E Hastings

Canadian Pacific Railway Company

Employees in Ontario

At 30th November, 1937.

DEPARTMENT		
Operating		
Enginemen	1,189	
Trainmen	1,133	
Yardman	483	
Shop, Roundhouse & Car	2,111	
Yardmasters	44	
Maintenance of Way, including Track, Bridge & Building, and Signal	2,163	
Stations	1,647	
Offices	221	8,991
Communications		681
Hotel		751
Sleeping, Dining & Parlour Cars		302
Investigation		84
Freight Traffic		56
Passenger Traffic		196
Fuel		114
Stores		61
Miscellaneous Departments in Union Station, Toronto		212
GRAND TOTAL.....		11,448

TORONTO, 10th January, 1938.

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TORONTO, 10th January, 1938.

CANADIAN PACIFIC RAILWAY

GREAT LAKES STEAMSHIP SERVICE

WAGES SCHEDULE
(S/Ss ASSINIBOIA AND KEEWATIN)

			per month
(1)	Master	$4,125.00 per annum	$515.62
(1)	First Mate	1,700.00 per season	226.66
(1)	Second Mate		130.00
(2)	Wheelsmen		85.00
(1)	Boatswain		85.00
(2)	Lookouts		65.00
(2)	Watchmen		65.00
(6)	Deckhands		55.00
(1)	Chief Engineer	$3,000.00 per annum	333.33
(1)	Second Engineer		195.00
(1)	Third Engineer		125.00
(4)	Oilers		85.00
(8)	Firemen		80.00
(2)	Watertenders		85.00
(1)	Purser	$2,050.00 per annum	256.25
(1)	Chief Steward	2,000.00 per annum	250.00
(1)	Second Steward		105.00
(1)	Baggageman		75.00
(1)	Stewardess		45.00
(6)	Waiters		65.00
(1)	Cabinwatchman		65.00
(2)	Mess Room Waiters		55.00
(1)	Chef		140.00
(1)	Second Cook		105.00
(1)	Third Cook		85.00
(1)	Fourth Cook		80.00

(51) - Each Vessel.

- - - - - - - - - - -

(Extra Crew during Passenger Season)

(1)	Porter	50.00
(2)	Ass't. Stewardesses	40.00
(6)	Bellboys	20.00
(10)	Waiters	50.00
(1)	Silverman	50.00
(1)	Baker	105.00
(1)	Head Pantryman	85.00
(4)	Ass't. Pantrymen	75.00

(26) - Each Vessel.

Full Passenger Crew each Vessel - 77 persons.

CANADIAN PACIFIC RAILWAY

GREAT LAKES STEAMSHIP SERVICE

Crews' Working Conditions
(S/Ss ASSINIBOIA AND KEEWATIN)

Captains, Chief Engineers, Chief Stewards and Pursers are paid on an annual basis. First Mates on a seasonal basis. The balance of the crews - 2nd Mates, 2nd Engineers, 3rd Engineers, Deck and Engine Room Petty Officers, Deckhands, Firemen, Waiters and Galley Crews are engaged on a calendar monthly basis, including bed and board while vessels are fitting-out, in commission, or laying-up. Officers, Petty Officers and crews work every day, Sundays included, while the ships are in commission. - There is no "overtime" or "Sunday" rates, - nor vacation with pay.

Captains, Chief Engineers, Chief Stewards and Pursers have no set tour of duty, but have to be, and are, "on call" continuously while the vessels are on a voyage.

Mates, Junior Engineers, Deck and Engine Room Petty Officers work watches of 7 and 5 hours respectively. Deckhands average about nine hours per day, but are subject to be called as required, such as for docking or undocking, irrespective of the hour. Firemen work three hours on watch, or a total of six hours in each day of 24 hours. Stewards' crews have to get their work done daily, but may be allowed a period off each day.

There is no schedule or agreement with regard to wages or working conditions, except the usual ship's Articles.

CANADIAN PACIFIC RAILWAY

GREAT LAKES STEAMSHIP SERVICE

WAGES SCHEDULE
(S/S MANITOBA)

			per month
(1)	Master	$3,850.00 per annum	$481.25
(1)	First Mate	1,700.00 per season	226.66
(1)	Second Mate		130.00
(2)	Wheelsmen		85.00
(2)	Lookouts		65.00
(2)	Watchmen		65.00
(6)	Deckhands		55.00
(1)	Chief Engineer	$2,600.00 per annum	288.89
(1)	Second Engineer		175.00
(2)	Oilers		85.00
(6)	Firemen		80.00
(1)	Purser	$1,950.00 per annum	243.75
(1)	Chief Steward	1,900.00 per annum	237.50
(1)	Second Steward		100.00
(1)	Baggageman		60.00
(1)	Stewardess		45.00
(2)	Bellboys		20.00
(3)	Waiters		50.00
(1)	Cabinwatch		50.00
(1)	Chef		115.00
(1)	2nd Cook		105.00
(1)	Head Pantryman		85.00
(1)	Mess Room Waiter		55.00
(40)			

Extra Crew during Passenger Season

(1)	Porter	40.00
(1)	Ass't. Stewardess	40.00
(2)	Bellboys	20.00
(7)	Waiters	50.00
(1)	Silverman	50.00
(1)	Baker	105.00
(1)	3rd Cook	85.00
(2)	Ass't. Pantrymen	65.00
(16)		

Full Passenger Crew - 56 persons.

CANADIAN PACIFIC RAILWAY

GREAT LAKES STEAMSHIP SERVICE

Crews' Working Conditions
(S/S MANITOBA)

- - - -

Captain, Chief Engineer, Chief Steward and Purser are paid on an annual basis. The First Mate on a seasonal basis. The balance of the crew - 2nd Mate, 2nd Engineer, Deck and Engine Room Petty Officers, Deckhands, Firemen, Waiters and Galley Crew are engaged on a calendar monthly basis, including bed and board while the vessel is fitting-out, in commission, or laying up. Officers, Petty Officers and crew work every day, Sundays included, while the ships are in commission. There is no "overtime" or "Sunday" rates, - nor vacation with pay.

Captain, Chief Engineer, Chief Steward and Purser have no set tour of duty, but have to be, and are, "on call" continuously while the vessel is on a voyage.

Mates, Junior Engineers, Deck and Engine Room Petty Officers work watches of seven and five hours respectively. Deckhands average about nine hours per day, but are subject to be called as required, such as for docking or undocking, irrespective of the hour. Firemen work three hours on watch, or a total of six and nine hours (alternate days) in each day of 24 hours. Stewards' crew have to get their work done daily, but may be allowed a period off each day.

There is no schedule or agreement with regard to wages or working conditions, except the usual ship's Articles.

Read and returned

SUBMISSION OF THE RAILWAY ASSOCIATION OF CANADA TO THE PROVINCE OF ONTARIO UPON THE SUBJECT OF TAXATION AND REGULATION OF HIGHWAY TRANSPORT

RAILWAY TAX ACCRUALS FOR STEAM RAILWAYS IN ONTARIO
Calendar Year 1936

Name of Railway	Ontario			Dominion Taxes
	Provincial Tax	Municipal Tax	Total Taxes	
	$	$	$	$
Algoma Central & Hudson Bay...	21,298.55	20,209.19	41,507.74	-
Canada Southern.....	47,121.73	149,206.12	196,327.85	367,195.45
Canadian National.....	387,653.24	1,112,903.22	1,500,556,46	-
Canadian Pacific.....	319,619.73	822,003.23	1,141,622.96	-
Essex Terminal.....	226.20	13,246.26	13,472.46	6,913.67
Ottawa and New York.....	858.30	12,613.72	13,472.02	47.84
Pere Marquette.....	-	2,211.79	2,211.79	179,715.14
Lake Erie & Detroit River...	16,883.55	14,134.59	31,018.14	-
Thousand Islands.....	45.10	279.94	325.04	34.91
Toronto, Hamilton & Buffalo...	1,630.45	44,639.62	46,270.07	39,211.43
Toronto Terminals.....	-	233,072.96	233,072.96	441.49
Wabash.....	-	-	-	1,043.02
Total	795,336.85	2,424,520.64	3,219,857.49	594,602.95

TAXES

Tax accruals for all steam railways in the Province of Ontario totalled over $3,800.000. in 1936. They were distributed as follows:

Provincial	$ 795,337.
Municipal	2,424,521.
Federal	594,603.
T o t a l	$3,814,461.

The Federal taxes shown only include taxes paid to the Dominion Government by steam railways operating entirely in Ontario. It is not possible to state what proportion of taxes paid by the Canadian National and Canadian Pacific Railways to the Dominion Government are attributable to operations in Ontario.

Further, there are other taxes paid to the Federal Government by the railways, such as those on sleeping and parlor car fares which, although not actually paid by the railways, constitute an indirect burden as they increase the cost of service to the public. The total additional cost of sleeping and parlor car services to the public on this account in 1936 was over $428,000. - the amount turned over to the Government by railways in receipts from these taxes.

SUBMISSION OF THE RAILWAY ASSOCIATION OF CANADA TO THE PROVINCE OF ONTARIO UPON THE SUBJECT OF TAXATION AND REGULATION OF HIGHWAY TRANSPORT

The Province of Ontario, and in particular Southern Ontario, is better served from a transportation standpoint than any other province in Canada. Actually there are, in all, more than 10,800 miles of steam railway lines and more than 4,000 miles of paved highways. In addition there are more than 43,000 miles of surfaced roads. The former constitute nearly three-fifths of all paved roads and the latter nearly half of the surfaced roads, in Canada. Its southern boundary provides throughout most of its length the greatest inland water-way in the world.

The industrial development of the province requires, and indeed, was largely made possible by, the transportation facilities which are available. Their prosperity is in a large measure dependent upon the continued prosperity of those engaged in transport by rail, by road, and by water. Of these the railways alone are vital, if for no other reason than because of their ability to serve the country regardless of season or climate. Nevertheless, it is agreed that transport by road and by water provide important and necessary services and that all three have their special ability to serve the public to advantage. It is important, however, that the advantages of each be preserved and that where they are competitive with each other their ability to compete shall be retained by an equality of treatment at the hands of the Governments under whose jurisdiction they fall. A similar equality of treatment is necessary if their complementary functions are to be developed and the best use of any two or more of them, in combination, is to be obtained.

The growth of highway transport was primarily the result of two things. first, the provision of highways by the Governments of the Provinces, and, second, the undoubted efficiency and utility of the motor vehicle itself. However great the utility and efficiency, the provision of a highway system which, in the first instance, was designed for the private pleasure vehicle and the tourist traffic, was the primary and essential cause of the present growth of commercial highway transport.

Apart from the fact that transport of all kinds constitutes a public utility and, therefore, is a proper subject of Government regulation, the further fact that the facilities used are provided by the Government gives complete justification for regulation in the public interest.

Government intervention to accomplish the necessary results must be designed to cover three main items:

(a) A licensing system and regulations designed to prevent wasteful duplication, unfair competition and unjust discrimination so that the public may be properly served.

(b) Taxation designed to return the full cost of the facilities provided.

(c) Safety of the public.

In placing emphasis on these three matters, the railways desire to make clear that they do not ask that any Government should pass legislation which will give them an unfair advantage or which will unreasonably restrict their competitors. They deny emphatically the statement that is made by some to the effect that they do not want competition of any sort. What they do fear is wasteful and destructive competition.

They believe, for example, that wasteful and destructive competition is produced by the issue of licenses to highway operators beyond what the traffic requires. They believe it is wrong to issue licenses to those who are willing only to give a service when it is convenient for them, while the railways are bound to give a service whether the traffic offering warrants it or not; they believe it is wrong to require the railways to publish and file tariffs subject to the right of a semi-judicial body to say, on complaint, that such rates are unreasonable or constitute an unjust discrimination, without also imposing similar obligations upon their competitors. They believe that competition is unfair unless both sides compete on an equal basis; they believe that the shipping public is entitled to choose between alternate forms of transport only if shippers are willing to pay the full cost of the service they get. In their view, low rates

to the shipper alone cannot justify duplicate services, if these rates do not enable the operator to get a fair return on his investment, pay fair wages and properly maintain his equipment, and unless the general taxpayer is free from an obligation to provide, through his taxes, for facilities to be used by these operators.

The railways believe that the prime requisites to ensure fair competition and the correction of the present evils, are -

(a) A sound licensing system, and
(b) The elimination of any subsidy by the general taxpayer.

The present legislation in Ontario, with some necessary amendments, will provide, in principle, the foundation for proper regulation, and if properly enforced will care adequately for the first and third of these matters. The second of them involves determination of what the full cost of the highways amounts to, and its distribution on a sound basis between the different users of the facilities.

LICENSING SYSTEM There is a marked difference in the administration of the law in Ontario as between the issue of licenses for public passenger vehicles and those for public commercial vehicles. In both cases, before a license can be obtained, a certificate of public convenience and necessity must be procured from the Ontario Municipal Board. Nevertheless, the Board, with the same discretion in each case, has exercised it on a very different basis in dealing with applications for these two classes of commercial transport. In the case of the public passenger vehicle it has refused to issue a certificate to more than one operator on the same route, or if the routes overlap the privileges of each are preserved but never duplicated. As a result of this policy, the registrations of public passenger vehicles grew from 522 in 1928 to only 597 in 1935. Licenses issued for public commercial vehicles grew from 945 in 1928 to a total of 4835 in 1935, of which latter number 1158 are trailers. This growth was, with minor exceptions, gradual

but steady during the depression years when the traffic available was steadily decreasing and when passenger car registrations were increasing by less than 15%. During this time, investment in the manufacture of motor vehicles fell from more than $98,000,000. to less than $41,000,000. and the provincial highway debt of Ontario increased from $127,000,000. to $217,000,000.

It is submitted that whereas the development of the motor bus under regulation has been along orderly lines and has been attended by a sense of responsibility on the part of the operators, the growth of highway trucking for hire has been attended by many difficulties and, generally speaking, a lack of responsibility on the part of the majority of the licensees. In the railways' view, order on the one hand is due to effective regulation and disorder on the other hand is due to the lack of it. The only way to make the operation of public commercial vehicles stable and profitable is to apply similar principles in the issue of licenses to those applied in the issue of licenses to public passenger vehicles.

In order to make for uniformity, and in order that the industry may be stablized, it is believed that the legislation should lay down principles for the guidance of the Board in exercising their discretion to issue certificates of convenience and necessity.

An attempt was made in the Transport Bill, introduced by the Government at Ottawa, to lay down certain of these principles. As drafted, they were objected to on the ground that they would serve to destroy entirely the discretion of the Board.

Another objection raised to the method adopted by the Dominion in its Transport Bill was that it could be so applied that operators who had been established and who had in good faith made a considerable investment, might be put out of business. The Province of Ontario, through Counsel, was among the objectors to the proposed section on those grounds.

As to the first objection, Counsel for Gray Coach Lines pointed to the provision of the Road Traffic Act in Great

Britain as being a much fairer method of dealing with this problem. This act, which applies of course only to road passenger transport, provides in Section 72, sub-section 3, that the licensing authorities "in exercising their discretion to grant or refuse a road service license, shall have regard to the following matters:

(a) The suitability of the routes on which the service may be provided under the license.

(b) The extent, if any, to which the needs of the proposed routes, or any of them, are already adequately served.

(c) The extent to which the proposed service is necessary or desirable in the public interest.

(d) The needs of the area as a whole in relation to traffic (including the provision of adequate, suitable and efficient services, the elimination of unnecessary services, and the provision of unremunerative services) and the co-ordination of all forms of passenger transport, including transport by rail"

The Road and Rail Traffic Act, which applies to freight vehicles, provides in Section II, sub-section 2, as follows:

"It shall be the duty of the licensing authority, on an application to which this section applies, to take into consideration any objections to the application which may be made by persons who are already providing facilities, whether by means of road transport or any other kind of transport, for the carriage of goods for hire or reward in the district, or between the places which the applicant intends to serve, on the ground that suitable transport facilities in that district, or between those places, are of, if the application were granted, would be, either generally or in respect of any particular type of vehicles, in excess of requirements, or on the ground that any of the conditions of a license held by the applicant has not been complied with"

The term "public convenience and necessity" has been differently construed in as many different jurisdictions as it has been made a part of the license provisions of the legislation. Either of the above provisions would merely carry out the principles intended. It would leave full discretion with the Board to determine whether the evidence before it is sufficient to warrant the issue of a license. Either of them, or a combination of both would, in the railways' view, be a constructive step toward the solution of present difficulties, and in their view would not place upon the Board any greater limitation than is now

placed upon any court of law whose principles are determined either by statute or by precedent.

The railways, therefore, respectfully submit that such a provision should be incorporated in both the Public Vehicle Act and the Commercial Vehicle Act of the Province, and that these Acts as so amended would do much to eliminate wasteful duplication and unfair competition. They further submit that no license should be issued unless after public hearing of the application upon notice thereof published in the Ontario Gazette at least ten days in advance of the day fixed for such hearing. Such notice should give sufficient detail to enable those interested to determine whether objection should be made.

It is further suggested that the licensing authority shall ascertain and determine whether the character and condition of the vehicles proposed to be operated by the applicant is such that they may be operated upon the public highways without injury or damage to said highways, and if a particular highway designated in the application for a certificate of public convenience and necessity is of such type of construction, or in such state of repair, or subject to such use as to permit the use sought to be made by the applicant without unreasonable interference with the use made of such highway by the general public for highway purposes.

The incentive for unjust discrimination would be largely removed, but an additional safeguard should be provided by passing regulations under the existing powers requiring the filing and publishing of rates and tariffs subject to the right of the Board, upon their own motion or on complaint, to disallow them on the ground that they are unreasonable, uneconomic, or discriminatory.

The objection that established businesses would be prejudiced would be completely answered because any changes would be applicable only to applications made after the amendment came into force.

The findings of the Board should be subject to an appeal to a Judge of the Supreme Court or, alternatively, to a County Court Judge having jurisdiction in the place where the applicant resides. This appeal should, as is the case in England, include matters of either law or fact, or both.

HIGHWAY COSTS AND THEIR DISTRIBUTION

The second of the matters, to which earlier reference was made, namely, the question of highway taxation, is one which, it is agreed, is not without difficulty. The Province of Ontario is perhaps the leading exponent of the principle of service at cost. Its renowned Hydro system has stood the test of time and has justified itself because of this ideal. It could never have developed unless adequate reserves were set up for renewal of its properties and provision made that it always would be self-sustaining.

So far as total investment is concerned, the highway system of the province is second in importance only to the great Hydro undertaking. It is important, therefore, that this great utility should not be conducted upon any other basis than upon return of full cost. It is true that the motor vehicle taxation returns the out-of-pocket expense of the highways. On the other hand, there can be no question but that it does not provide for any or adequate reserves for renewal. Nor does it provide for a sinking fund designed to retire the capital invested over the life of the works.

It is proposed to discuss this problem under the following heads - first, determination of the cost, second, distribution of the cost between the motor vehicles or special users and the general taxpayer, and, third, distribution of the share of the motor vehicle operators among the different classes of vehicles.

As to the first point. It is submitted that the cost incurred by the Provincial Government is not the full cost. Facilities are also provided by counties, townships and incorporated municipalities, and these costs should be provided for. There are

two methods of arriving at cost. The first of these involves the actual disbursements for maintenance, interest, administration, and policing, plus an estimate of the necessary depreciation to retire the roads over their effective life. In Schedule "A" to this submission will be found a statement in which these actual disbursements, as well as an estimate of depreciation with allowance for salvage, are shown. It is admitted that the estimate for depreciation can only be approximate, but it is based upon a fairly exhaustive survey of the authorities who have expressed opinions with respect to various classes of highways.

The second of these is capable of much more accurate determination. It is known as the "pay-as-you-go" method and involves spending no more each year on capital and maintenance than is received in revenue. In Schedule "B" to this submission will be found a compilation of the average costs over the past five years for capital, maintenance, administration, and policing. This method has been in practice in England for a number of years and at present the revenue from motor vehicles in that country is in excess of the actual expenditures by approximately one hundred million ($100,000,000) dollars per annum.

Both schedules "A" and "B" include cost of rural and urban municipalities as well as those incurred by the Provincial Government. Figures for cities and towns of 4000 population and over only are given, but are not complete.

The second step involves the distribution of the costs as between the motor vehicle operators, or special users, and the general taxpayer. If the depreciation method is used, the problem is rather more difficult than if the "pay-as-you-go" method is used. It involves a more or less arbitrary division of the total annual cost on some reasonable percentage basis. Several attempts have been made to arrive at this percentage. The most logical was to find the per capita expenditure on roads prior to the motor era, based on the year 1904. The per capita expenditures in that year were adjusted to present price levels and expressed

as a percentage of present per capita costs. In the United States a few years ago it was estimated that this amounted to 18% for rural highways and 75% for city streets, leaving the balance to be charged to the motor vehicle. Since 1904 costs are not available in Canada, the schedule referred to uses the percentage found in the United States as indicated.

In the "pay-as-you-go" method, the report of the Salter Conference in Great Britain affords an authoritative basis. In effect, the report of this conference, which was composed of an equal number of railway and highway representatives under the Chairmanship of the eminent economist Sir Arthur Salter, found that the basic system of highways which had been provided prior to 1930 largely at the expense of the general taxpayer, was sufficient to provide for those uses common to the general taxpayer as distinct from the more modern uses developed by the motor vehicle, and that, therefore, as from that date the motor vehicle owners should provide the full cost of capital and maintenance. This would leave the general taxpayer the duty of providing for the interest and retirement of the debt as it existed in that year.

Having selected one of these alternatives as a basis, the third step is to divide the motor vehicle owners' share of the total cost among the different classes of vehicles. This step should be taken in two stages, the first of which is to determine the proportion of the total share of the motor vehicle which is attributable to the heavy vehicles. There can be no question but that if roads were designed and built solely for the pleasure vehicle and the light commercial truck, the demand for wider and stronger pavements would have been much less evident. Bridges must be heavier and stronger and maintenance is more expensive. A number of authorities have been looked at in order to estimate the extent to which costs are added to in this way. Perhaps the most exhaustive of the studies made of this question is the report of the Highway Cost Commission of the State of

Washington which, after a thorough study, found that in that State 13% of all construction costs and 10% of all maintenance expense were exclusively chargeable to vehicles weighing in excess of 5000 lbs. gross. The railways submit that this question should be investigated, and when an estimate applicable to Ontario is found, the amount of the estimate should be set aside as a special charge against the heavy vehicles.

The balance, after this reserve for heavy vehicles, should be distributed on a scientific basis designed to give effect, in some measure, to the actual use made of the highways by the different classes of vehicles. In the first instance, the submission is that mileages for different classes of vehicles should be estimated. There is considerable data at the present time from which such an estimate could be made. Meanwhile motorists and commercial users, particularly the latter, should be asked in their annual returns to report the mileage of each vehicle licensed during the year, and the subsequent adjustments in fees would then be made subject only to change when the variations in mileages were severe.

With the estimate of mileages, the number of ton miles is easily obtainable and a rate per ton mile found which will return the desired revenue. Since the ton mile basis, while perhaps one of the best methods of measuring use, is not wholly suitable, the gasoline tax should have an equal bearing on the ultimate total tax. This involves estimating the gasoline tax necessary to produce the total revenue, and when this is found the average of the ton mile rate and that from total gasoline tax will produce the total tax per vehicle. The actual consumption of gasoline can be very easily estimated, and when deducted from the total tax per vehicle found by the proposed steps, the balance remains as a proper license fee. This method is that adopted by the Salter Conference, to which earlier reference has been made. It has been approved by a Royal Commission on Transport in the Province of Nova Scotia, whose report was delivered on

January 27, 1936. These calculations are comparatively simple, and an example of them, as applied to Ontario costs, is contained in Schedules "C" and "D".

It will be seen that the present tax on the pleasure vehicles is an almost exact measure of the proper tax to be collected from these vehicles, but that on such a basis the tax on commercial vehicles as at present is too low. The result is that the pleasure vehicle is and has been for many years paying a relatively much higher rate for the privilege of operating on the highways than is the commercial vehicle. .

The railways believe that the foregoing is in keeping with the policy established by the Government of the Province of Ontario in its Hydro undertaking, and that it can involve no hardship upon commercial transport, whose ability to compete with the railways to-day is, to some extent, based upon the cheapness with which they have obtained their roadbed. There can be no doubt that since highways are primarily designed for the pleasure vehicle and the tourist traffic, no real purpose is served by permitting commercial users to interfere with private enjoyment, unless they can justify their presence on a basis of fair contribution to cost of facilities used. At the same time, it points the way to balanced provincial budgets and the removal of a great deal of unfairness in present competition between the different forms of transport, while relieving the general taxpayer, to some extent, from his present heavy burden of taxation.

SAFETY OF THE PUBLIC

The third of the first mentioned headings, namely, the question of safety of the public, is already the subject of extensive and comprehensive regulation. In the main, this involves the size, speed and equipment of vehicles which may be operated. In England it has been found necessary to make it a condition of the license that the vehicle be maintained in a fit and serviceable condition. The reports of the licensing authorities indicate that the requirements of the legislation to this effect and the

inspections which have been made of the vehicles of the different applicants, have thoroughly justified such a condition. In the Northwestern Traffic Area, for example, the licensing authority reported that approximately 25% of the goods vehicles examined were defective; in the West Midland Traffic Area rather more than 10% were made the subject of prohibition notices; in the East Midland Traffic Area, out of 14,000 inspections nearly 2,000 were prohibited until they were put in good condition. In the Eastern Traffic Area, out of 16,000 examinations, some 1355 prohibition notices were served. These examples are substantially a reflection of the experience in each of the traffic areas, of which there are twelve. The railways' second submission, therefore, is that there should be a condition in each license that the vehicles be maintained in a fit and serviceable condition, and the Board or some other authority should be authorized to set up standards and appoint examiners for this purpose.

ENFORCEMENT

The problem of enforcement of the regulations is admittedly a difficult one under present conditions. It is, however, equally true that enforcement has ceased to be a serious problem in the case of motor bus operators, and this is largely because of the stability of the industry.

The railways believe that a sound licensing system for trucking operations which will grant privileges, subject to immediate cancellation for the more serious offenses, with proper protection from undue duplication to those whose behavior justifies it, will, within a short time, eliminate most of the difficulties and expense of enforcement. It is nevertheless felt that in the meantime the number of inspectors should be increased and consideration given to an increase in penalties particularly for second offences.

Montreal, Que., June 1st, 1937.

SCHEDULE "A"

COST OF HIGHWAYS - PROVINCE OF ONTARIO

DEPRECIATION METHOD

Cost		
Gravel		
Life six years but can be perpetuated by additional maintenance of $450.00 per mile - 43,668 miles...	$19,650,600.	
Waterbound Macadam		
Life 10 years - depreciation 8.3%. Salvage value 16% - 220 miles.....	164,340.	
Bituminous Macadam		
Life 10 years, depreciation 8.3%. Salvage value 16% - 941 miles.....	702,927.	
Bituminous Concrete		
Life 19 years, depreciation 3.6%. Salvage value 14% - 1,303 miles.....	1,031,976.	
Cement Concrete		
Life 21 years, depreciation 3.1%. Salvage value 16% - 1,729 miles.....	1,347,725.	
Other surfaces		
Life 25 years, depreciation 1.9%. Salvage value 20% - 25 miles.....	19,000.	
		$22,916,568.00
Sinking Fund		
To retire debt 40 years (D.B.S.Report 1935) $217,075,787.....		2,279,295.76
Maintenance		
Average actual figures 1931 - 1935 (D.B.S.Reports).....	$7,534,667.	
Administration and General (D.B.S.Report 1935).....	866,459.	
Snow clearing, cleaning, etc. (D.B.S.Report 1935).....	318,762.	8,719,888.00
Policing - Average cost according to Public Accounts for years 1932 to 1935 inclusive.....		122,140.50
Interest - On Highway Debt (D.B.S.Report 1935).....		10,853,789.00
TOTAL COST.....		$44,891,681.26
Less 18% for community use (estimated value of this factor per Dr. C.S. Duncan, Economist)...		8,080,502.63
1935 TRUE COST ATTRIBUTABLE TO MOTOR VEHICLES...		36,811,178.63
Revenues - 1935 License Fees and Gasoline Tax.....		24,405,547.00
		$12,405,631.63

SCHEDULE "A" (Cont'd)

EXPENDITURES ON CITY STREETS - 1935

Maintenance.....	$1,233,019.	
Snow clearing, sanding, etc...	1,514,306.	
Administration and General....	203,601.	
	2,950,926.	
Less sidewalks and curbs.....	193,546.	
	2,757,380.	
Less 75% for community use....	2,068,035.	689,345.00
	TOTAL DEFICIT..	13,094,976.63

SCHEDULE "B"

HIGHWAY COSTS - PROVINCE OF ONTARIO

SALTER COMMISSION METHOD

Five year average expenditure on Capital and Maintenance:

Highways	$29,964,786.	
Streets - In cities and towns of population 4,000 and over; excluding sidewalks and curbs	3,771,217.(#)	
		$33,736,003.00
Sinking fund on capital expenditure since 1929 based on 40 years at 4%		1,450,845.19
Policing - Average cost according to public accounts for the years 1932 to 1935 inclusive		122,140.50
Two year average expenditure on Administration and General		786,450.00
		$36,095,438.69
Revenues - 1935 License fees and gasoline tax.....		24,405,547.00
DEFICIT		$11,689,891.69

(#) - Figures for the year 1935 are taken as an average for five year period as similar statistics previous to 1935 were not compiled by the Dominion Bureau of Statistics.

SCHEDULE "C "

PROVINCE OF ONTARIO

ANNUAL CONTRIBUTION OF MOTOR VEHICLES ON SALTER PRINCIPLE FOR YEAR 1935

DESIGNED TO COVER AN ANNUAL HIGHWAY EXPENDITURE CHARGEABLE TO MOTOR VEHICLES OF $37,000,000

ALLOCATION OF AMOUNT TO BE COLLECTED

Amount to be collected		$ 37,000,000
Less Chauffeurs Licenses	$229,225	
Drivers "	529,511	
Beginners or Temporary Licenses	39,691	
Dealers licenses	31,129	
Duplicate "	7,478	
Transfers	178,882	
Gas & Service Stations "	16,852	
Garage Licenses	41,233	
Miscellaneous	109,709	1,183,000
Amount net to vehicles		$ 35,816,280

Less $5,600,000= Say $30,200,000.00 to Basic Vehicles.

ALLOCATION OF SPECIAL CHARGE TO VEHICLES WEIGHING OVER 5000 lbs. GROSS

Capital Items	$35,998,102.76 @ 13%	=	$ 4,679,753.36
Maintenance	8,980,439.50 @ 10%	=	898,043.95
Total	$44,978,542.26		$ 5,577,797.31

Say $ 5,600,000.00.

PROVINCE OF ONTARIO

ANNUAL CONTRIBUTION OF MOTOR VEHICLES ON SALTER PRINCIPLE FOR YEAR 1935

DESIGNED TO COVER AN ANNUAL HIGHWAY EXPENDITURE CHARGEABLE TO MOTOR VEHICLES OF $37,000,000

DESCRIPTION	1935 Registration.	Average Annual Mileage	Average Gross Weight Tons	Estimated Miles per Gallon	YEARLY AVERAGE Ton Miles	YEARLY AVERAGE Gals. of Gas.	TOTAL Gross Ton Miles	YEARLY Gals. of Gas.	Allocation of $30,200,000 Applicable to Basic Vehicles. By Ton Miles	Allocation of $30,200,000 Applicable to Basic Vehicles. By Gas Tax	Mean of Previous Two Columns	Allocation of $5,600,000 to vehicles in excess of 5000# Gross	TOTAL TAX TO BE PAID All Vehicles	TOTAL TAX TO BE PAID Per Vehicle	TAX PER VEHICLE SALTER PRINCIPLE Gasoline Tax	TAX PER VEHICLE SALTER PRINCIPLE License Fee	TOTAL Tax per Vehicle
PLEASURE VEHICLES	489,610	6,000	1.75	18	10,500	833	5,140,905,000	163,040,130	$16,018,148	$19,261,322	$ 17,639,735	$	$17,639,735	$ 36.03	$ 19.98	$ 16.05	$ 36.03
Average Wgt. 3,150 lbs. 3 pagrs. @ 150 lbs. each																	
Taxicabs included above																	
MOTOR BUSES	597	33,000	6.75	8	222,750	4,125	132,981,750	2,462,625	414,348	290,931	352,640	230,196	582,836	976.27	247.50	728.77	967.27
MOTORCYCLES	4,506	3,600	.25	80	900	45	4,065,400	202,770	12,636	23,955	18,295		18,895	4.06	2.70	1.36	4.06
TRUCKS																	
(Convertible) 3,500 lbs.	2,363	12,000	1.75	18	21,000	667	49,623,000	1,576,121	154,616	186,201	170,409		170,409	72.12	40.02	32.10	72.12
Gross Weight 3,500 "																	
Farm Est. 30% of Total	7,982	6,000	1.75	18	10,500	333	83,811,000	2,658,006	261,140	314,013	287,576		287,576	36.03	19.98	16.05	36.03
General	18,626	15,000	1.75	18	26,250	833	488,932,500	15,515,458	1,523,427	1,832,973	1,678,200		1,678,200	90.10	49.98	40.12	90.10
Gross Weight 5,000 lbs.																	
Farm Est. 30% of Total	4,880	6,000	2.25	16	13,500	375	65,880,000	1,830,000	205,270	216,194	210,732		210,732	43.18	22.50	20.68	43.18
General	11,386	20,000	2.25	16	45,000	1,250	512,370,000	14,232,500	1,596,456	1,681,407	1,638,931		1,638,931	143.94	75.00	68.94	143.94
Gross Weight 7,000 lbs.																	
Farm Est. 30% of Total	2,455	7,000	3.5	15	24,500	467	60,147,500	1,146,485	187,409	135,444	161,427	104,117	265,544	108.17	28.02	80.15	108.17
General	5,730	21,000	3.5	15	73,500	1,400	421,155,000	8,022,000	1,312,244	947,707	1,129,975	729,034	1,859,009	324.43	84.00	240.43	324.43
Gross Weight 9,000 lbs.	4,630	23,000	4.5	12	103,500	1,917	479,205,000	8,875,710	1,493,118	1,048,563	1,270,841	829,520	2,100,361	453.64	115.02	338.62	453.64
11,000 "	2,739	27,000	5.5	10	148,500	2,700	406,741,500	7,395,300	1,267,334	873,670	1,070,502	704,084	1,774,586	647.90	162.00	485.90	647.90
13,000 "	2,233	27,000	6.5	9	175,500	3,000	391,891,500	6,699,000	1,221,064	791,410	1,006,237	678,378	1,684,615	754.42	180.00	574.42	754.42
15,000 "	1,867	27,000	7.5	8	202,500	3,375	378,067,500	6,301,125	1,177,991	744,406	961,193	654,448	1,615,646	865.37	202.50	662.87	865.37
17,000 "	682	27,000	8.5	8	229,500	3,375	156,519,000	2,301,750	487,685	271,925	379,305	270,940	650,745	954.17	202.50	751.67	954.17
19,000 "	1,226	27,000	9.5	7	256,500	3,857	314,469,000	4,728,682	979,830	558,640	769,235	544,357	1,313,592	1,071.45	231.42	840.03	1,071.45
21,000 "	95	27,000	10.5	6	283,500	4,500	26,932,500	427,500	83,917	50,504	67,211	46,621	113,832	1,198.23	270.00	928.23	1,198.23
23,000 "	55	27,000	11.5	6	310,500	4,500	17,077,500	247,500	53,210	29,239	41,225	29,562	70,787	1,287.04	270.00	1,017.04	1,287.04
25,000 "	3	27,000	12.5	5	337,500	5,400	1,012,500	16,200	3,155	1,914	2,534	1,753	4,287	1,429.00	324.00	1,105.00	1,429.00
27,000 "	3	27,000	13.5	4	364,500	6,750	1,093,500	20,250	3,407	2,392	2,899	1,893	4,792	1,597.33	405.00	1,192.33	1,597.33
29,000 "	27	27,000	14.5	4	391,500	6,750	10,570,500	182,250	32,936	21,531	27,234	18,298	45,532	1,686.37	405.00	1,281.37	1,686.37
Municipal Government	2,978	10,000	5 (Est.)	8	50,000	1,250	148,900,000	3,722,500	463,946	439,771	451,858	257,751	709,609	238.28	75.00	163.28	238.28
Total Trucks	69,960																
Trailers under 5000 lbs.	22,366	5,000	1.0	-	5,000	-	111,830,000	-	348,442	-	174,221	-	174,221	7.79		7.79	7.79
Large Gross Weight 7,000 lbs.	241	21,000	3.5	-	73,500		17,713,500	-	55,192		27,596	30,663	58,259	241.74		241.74	241.74
9,000 "	366	23,000	4.5	-	103,500		37,881,000	-	118,030		59,015	65,573	124,588	340.40		340.40	340.40
11,000 "	353	27,000	5.5	-	148,500		52,420,500	-	163,333		81,667	90,742	172,409	488.41		488.41	488.41
13,000 "	306	27,000	6.5	-	175,500		53,703,000	-	167,329		83,665	92,962	176,627	577.21		577.21	577.21
15,000 "	521	27,000	7.5	-	202,500		105,502,500	-	328,727		164,364	182,629	346,995	666.01		666.01	666.01
17,000 "	15	27,000	8.5	-	229,500		3,442,500	-	10,726		5,363	5,959	11,322	754.80		754.80	754.80
19,000 "	55	27,000	9.5	-	256,500		14,107,500	-	43,956		21,978	24,421	46,399	843.62		843.62	843.62
29,000 "	9	27,000	14.5	-	391,500		3,523,500	-	10,979		5,490	6,099	11,589	1,287.67		1,287.67	1,287.67
Estimated Consumption of Ontario Gasoline Foreign Cars								4,028,224		475,888	237,942						
TOTAL							9,692,455,150	255,632,086	30,200,000	30,200,000	30,200,000	5,600,000					

SCHEDULE "D"
(Cont'd)

ALLOCATION PER VEHICLE OF $37,000,000 ON THE MEAN OF TON MILES AND GASOLINE CONSUMPTION COMPARED WITH 1935 TAXES.

DESCRIPTION	TAXES PER VEHICLE - SALTER PRINCIPLE			TAXES PER VEHICLE - PRESENT SYSTEM		
	LICENSE	GAS	TOTAL	LICENSE	GAS	TOTAL
PLEASURE VEHICLES	$ 16.05	$ 19.98	$ 36.03	$ 11.39	$ 19.98	$ 31.37
MOTOR BUSES	728.77	247.50	967.27	305.00	247.50	552.50
MOTOR CYCLES	1.36	2.70	4.06	4.00	2.70	6.70
TRUCKS						
(Convertible) 3500# Gross Weight	32.10	40.02	72.12	12.00	40.02	52.02
3500# - Farm	16.05	19.98	36.03	12.00	19.98	31.98
- Private	40.12	49.98	90.10	12.00	49.98	61.98
- P.C.V.	40.12	49.98	90.10	22.00	49.98	71.98
5000# - Farm	20.68	22.50	43.18	26.00	22.50	48.50
- Private	68.94	75.00	143.94	26.00	75.00	101.00
- P.C.V.	68.94	75.00	143.94	41.00	75.00	116.00
7000# - Farm	80.15	28.02	108.17	50.00	28.02	78.02
- Private	240.43	84.00	324.43	50.00	84.00	134.00
- P.C.V.	240.43	84.00	324.43	70.00	84.00	154.00
9000# - Private	338.62	115.02	453.64	67.00	115.02	182.02
- P.C.V.	338.62	115.02	453.64	94.50	115.02	209.52
11000# - Private	485.90	162.00	647.90	86.00	162.00	248.00
- P.C.V.	485.90	162.00	647.90	122.00	162.00	284.00
13000# - Private	574.42	180.00	754.42	100.00	180.00	280.00
- P.C.V.	574.42	180.00	754.42	142.00	180.00	322.00
15000# - Private	662.87	202.50	865.37	114.00	202.50	316.50
- P.C.V.	662.87	202.50	865.37	162.00	202.50	364.50
17000# - Private	751.67	202.50	954.17	146.00	202.50	348.50
- P.C.V.	751.67	202.50	954.17	204.50	202.50	407.00
19000# - Private	840.03	231.42	1,071.45	172.00	231.42	403.42
- P.C.V.	840.03	231.42	1,071.45	237.00	231.42	468.42
21000# - Private	928.23	270.00	1,198.23	200.00	270.00	470.00
- P.C.V.	928.23	270.00	1,198.23	282.50	270.00	552.50
23000# - Private	1,017.04	270.00	1,287.04	230.00	270.00	500.00
- P.C.V.	1,017.04	270.00	1,287.04	320.00	270.00	590.00
25000# - Private	1,105.00	324.00	1,429.00	262.00	324.00	586.00
- P.C.V.	1,105.00	324.00	1,429.00	359.50	324.00	783.50
27000# - Private	1,192.33	405.00	1,597.33	296.00	405.00	701.00
- P.C.V.	1,192.33	405.00	1,597.33	401.00	405.00	806.00
29000# - Private	1,281.37	405.00	1,686.37	332.00	405.00	737.00
- P.C.V.	1,281.37	405.00	1,686.37	444.50	405.00	849.50
Municipal & Government	163.28	75.00	238.28	4.00	75.00	79.00
TRAILERS						
Under 5000#	7.79		7.79	23.00		23.00
TRAILERS (Large) Gross Weight						
7000#	241.74		241.74	34.00		34.00
9000#	340.40		340.40	52.00		52.00
11000#	488.41		488.41	68.00		68.00
13000#	577.21		577.21	79.00		79.00
15000#	666.01		666.01	90.00		90.00
17000#	754.80		754.80	110.00		110.00
19000#	843.62		843.62	122.00		122.00
29000#	1,287.67		1,287.67	212.00		212.00

Note: The license fees as shown under the "present system" of taxation include registration fees, public commercial vehicle and operator's license.

CANADIAN NATIONAL RAILWAYS

RAILWAY, SHIPS, TELEGRAPH & HOTELS

PENSIONS

Year	Pensions	Number Pensioners	Average Number of employees
1928	$1,473,517	2939	111,346
1929	1,594,224	3048	112,362
1930	2,204,672	3438	102,714
1931	2,584,387	3884	93,063
1932	2,947,520	4537	78,040
1933	3,207,771	4911	71,860
1934	3,534,609	5181	76,017
1935	3,496,932	5805	76,385
1936	4,067,168	6229	80,380
1937	3,993,734	6028	81,058

NOTE:- Not included above -

Insurance and Provident Society (former Grand Trunk territory)	-	$12,500
C.N.R. Employees' Relief Association	-	15,000
Total	---	$27,500

Toronto, February 15, 1938.

GRAND TRUNK RAILWAY INSURANCE AND PROVIDENT SOCIETY
ESTABLISHED UNDER THE PROVISIONS OF THE GRAND TRUNK
CONSOLIDATED DEBENTURE STOCK ACT, 1874

OBJECTS - To provide benefits or allowances to members who are ill or suffer bodily injury, and to provide insurance in case of death of a member.

All permanent employees of the Canadian National Railway Company and subsidiaries in Canada, resident within the territory served by the former Grand Trunk Railway Company of Canada, and whose age is not in excess of fifty years, may become members.

Members pay a fee of 80¢ per month, and when sick or injured receive free medical service and medicine, and if considered necessary, free public ward hospitalization, and when off duty 50¢ per day up to 52 weeks. They are also insured against death in amounts from $250.00 to $2,000., for which premium rates are charged of 40¢ to $3.20 per month according to the class chosen

When a member leaves the service the sick benefits cease, but the life insurance may be continued.

Temporary employees may insure themselves against accident while actually at work in the service of the Company, at the rate of 2¢ per day, and for this they receive the same medical attention as mentioned above, and are insured against death in the sum of $250.00

The Canadian National Railway Company contributes a sum of money to the Society, which recently has been $12,500. per annum.

Toronto, February 10, 1938.

3

CANADIAN GOVERNMENT RAILWAYS EMPLOYEES'
RELIEF AND INSURANCE ASSOCIATION

OBJECTS - To provide benefits or allowances to members who are ill or suffer bodily injury, and to provide insurance in case of death of a member.

All permanent employees of the Canadian Government Railways (Transcontinental Railway in Ontario), whose age is not in excess of fifty years, may become members.

Male members over eighteen years of age pay a fee of 80¢ per month. Train and engine service employees 90¢. Male employees under 18 years of age, and female employees, pay half rate and receive half benefits. Full benefits are: Medical attention and Seven Dollars per week for 26 weeks. If considered necessary free public ward hospitalization. They are also insured against death in amounts of from $250.00 to $1000.00 for which premium rates are charged of 65¢ to $1.85 per month, according to the class chosen.

When a member leaves the service the sick benefits cease but the life insurance may be continued.

Temporary employees shall contribute 1½¢ per day against accident while actually at work in the service of the Company, and for this they receive medical attention and $5.00 per week during time unable to work on account of injury for a period of 26 weeks, and are insured against death in the sum of $250.00.

The Railway contributes a sum of money to the Society.

Toronto, Ont.,
February 10th, 1938.

4

Toronto, December 6, 1937.

MEMORANDUM REGARDING MEDICAL CLINIC AT TORONTO

The Medical Clinic is in charge of medical matters in the Toronto area generally relating to:-

1. Grand Trunk I. & P. Society.

2. Compensation claims and medical service required under Section 2 of the Ontario Workmen's Compensation Act.

3. Checking cases referred to Clinic by Instructors in connection with vision, colour sense and hearing.

4. Medical examination every three months of employees in Sleeping, Dining and Parlour Car Department, also News Agents - looking for communicable diseases.

5. Medical examination of new employees entering the service.

6. Periodical medical examination of engine and train service employees--under 50 years of age every three years,
   50 - 60 years - every two years,
   60 - 65 years - yearly -
   this examination handled at Medical Clinic in Toronto area and by Medical Car with Doctor in charge at other points.

7. General supervision and instruction of employees in first-aid matters.

8. Examination every three months of sand-blast operators (taking paint off passenger equipment) (X-ray examination).

9. General sanitary control of drinking water supply.

10. Control of sanitation matters in connection with extra gangs.

MEMORANDUM REGARDING OPERATION OF THE STEAMERS "NORTHUMBERLAND" and "DALHOUSIE CITY" BETWEEN TORONTO AND PORT DALHOUSIE BY THE NIAGARA, ST. CATHARINES AND TORONTO RAILWAY - A SUBSIDIARY OF THE CANADIAN NATIONAL RAILWAYS

	Rate of Pay	Number of Months worked per Year
"Northumberland"		
Captain	$150 per month	12 months
First Officer	140 " "	5 "
Two Wheelsmen	70 " "	5 "
Purser	100 " "	5 "
Baggageman	50 " "	5 "
1 Watchman	45 " "	4-5 "
Cook	100 " "	4-5 "
Second Cook	45 " "	4-5 "
Chief Engineer	(200 " "	5 "
	(150 " "	4 "
Second Engineer	125 " "	10-11 "
Two Oilers	70 " "	3-3 "
Five Firemen	65 " "	4-5 "
Three Deck Patrol	50 " "	4-5 "
Five to Seven Deck Hands	45 " "	4-5 "
"Dalhousie City"		
Captain	$250 per month	5 "
Chief Engineer	160 " "	11 "
All other crew same as "Northumberland" but one less stoker		

The hours of work of these crews are a little difficult to give exactly, but I can approximate them as follows:

Captains, First Officers, Chief Engineers, Second Engineers are subject to call at any time. The Captain of the "Northumberland" lives on the boat all the year and when the boat is laid up he carries on carpentry and other repairs and also acts as watchman. The Chief Engineer of the "Dalhousie City" is on duty for eleven to eleven and one-half months and attends to repairs outside of navigation season. The Chief Engineer of the "Northumberland" is employed as a machinist in the shops so that he has full twelve months' employment. The Pursers have approximately five months' employment on the boats but after that they are absorbed in the Accounting and other Departments.

There are two wheelsmen on each boat and they are on duty only when the boats are in operation, dividing the time between the two of them so that neither works more than eight hours under normal conditions. One wheelsman is a carpenter and is employed the entire year on repairs.

The baggagemen have intermittent service and are only busy at the beginning and end of each trip. They are able to rest in between. The watchmen are on night duty approximately nine hours each. The cook and second cook are on duty only for preparing and serving meals. There are two oilers to each boat with only one on duty at a time. They average eight hours each. The firemen average six to seven hours per day.

The deck patrols and deck hands average eight hours' work a day.

There is no arrangement for overtime and the above rates include full board and lodging for the navigation period. Some of the men are employed as laborers and other odd jobs when the navigation season is over, but the majority of them are laid off at that time. Throughout the navigation season all employees are on duty seven days per week.

Toronto, December 15, 1937.

6.

MEMORANDUM REGARDING OPERATION OF BUSES BY THE NIAGARA, ST. CATHARINES & TORONTO RAILWAY - A SUBSIDIARY OF THE CANADIAN NATIONAL RAILWAYS

Rate of Pay - 52¢ per hour

Basic day's work - 9 hours. Prorata rate for 10th hour, and time and one-half for overtime after 10 hours. It is quite infrequent that the employees work beyond 10 hours per day.

Average days worked per week - 6 days

Average earnings per week (based on September 1937) - Regular Operators $29.80
Spare Operators 28.20

No. of employees

Toronto, December 13, 1937.

7.

CANADIAN NATIONAL RAILWAYS

Total Number of Employees in the Province of Ontario as at October 1937

Exclusive of Express Dept., Telegraph Dept. and Subsidiary Companies

Total Number of Employees - - - -	21,075
Maintenance of Way Employees (included above) - - - -	5,147

Toronto, December 7, 1937.

8

CONDITIONS OF EMPLOYMENT OF A LOCOMOTIVE ENGINEER

1. Locomotive engineers are invariably promoted from locomotive firemen.

2. Firemen must not be over 30 years of age at time employed, and before being assigned to service they are required to undergo a medical examination, including vision, colour sense and hearing, and pass an examination on the operating rules (Examination Book "B") and make several trial trips on a locomotive with a competent engineer and fireman.

3. A fireman is required to attend classes conducted by Railway Instructors on the air-brake and mechanical features of the locomotive, and at the end of six months write the first of a series of three mechanical examinations, at the end of eighteen months write the second examination, and at the end of three years write the final examination which is the qualifying examination as an engineer. He must also attend classes conducted by competent Railway Instructors on the operating rules, and to qualify as an engineer must write Rule Examination Book "A".

4. The classes conducted by the Railway Instructors on the air-brake, mechanical features of the locomotive and operating rules are open to the engineers and firemen and they are expected to avail themselves of such instructions and have the privilege of asking questions, which results in their keeping up-to-date in these subjects. They are also privileged to attend First Aid Classes and Safety First Meetings conducted by competent Railway Instructors.

5. Engineers and firemen are required to provide themselves with a standard watch, and must submit their watches to designated Inspectors for semi-monthly examination. They must pass a medical examination from time to time, and are required to periodically undergo a vision, colour sense and hearing examination as required by Order of the Board of Railway Commissioners.

6. Engineers and firemen must certify that they have had sufficient rest to enable them to make the trip. They have the privilege of booking rest on the road after having been twelve hours or more on duty.

7. An engineer is in charge of and responsible for the operation of the locomotive on the trip. He must, while on duty, have in his possession a copy of the book of operating rules and of the current time-table. He must be conversant with and carry out the rules and special instructions, and be familiar with the road over which he is to make the trip. He must make an inspection of the locomotive before starting with the object of insuring a successful trip, and must make an examination of the locomotive and report any defects on completion of the trip.

8. An engineer must make out the trip report or time ticket for both himself and his fireman, he must also make out reports of any accident or other unusual occurrence on the trip. He must, if required, attend Court or Coroner's Inquests, also investigations conducted by the officers of the Company.

C. F. Needham

Toronto, December 13, 1937.

[illegible] of operations within Ontario showing separately all important items of expense and such division as to labour and material, for the year ending December 31st 1936 and for the nine months ending September 30th, 1937.

11. Fixed charges allocated to operations within Ontario, including licence fees (if other than to Province of Ontario specify) concessions, rents, royalties, property taxes, interest on investment, amortization, reserves for depreciation etc. for the year ending December 31st 1936 and for the nine months ending September 30th, 1937.

12. Total costs of operations within Ontario for the year ending December 31st, 1936 and for the nine months ending September 30th 1937.

13. Information under items 7, 8, 9, 10, 11 and 12 to be given in similar detail per car mile and per ton mile or per passenger mile.

14. Company's last audited balance sheet also that section of the Company's property account (divided into its main classifications) representing physical properties within Ontario, or allocated to services within the Province of Ontario also that part of the Company's funded indebtedness, specifically secured by, or otherwise allocated to, the physical properties included in the foregoing.

15. What basis is adopted for the retirement of investment, and/or replacement of equipment and other depreciable items.

16. What types and amounts of insurance are carried.

17. [illegible] number of [illegible]

[illegible] by Province [illegible] for all lines in [illegible]

[illegible] the railway's [illegible] that to be [illegible] and passenger [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

All Lines In Canada

All Lines in Canada

All Lines in Canada

Year 1938

I [illegible]

501	Railway Operating Revenues		154 178 174 38
	[illegible]	116 724 625 [illegible]	
	[illegible]	[illegible]	
	[illegible]	2 351 [illegible]	
	[illegible]	[illegible]	
	[illegible] Passenger Train	1 [illegible]	
	[illegible]	[illegible]	
531	Railway Operating Expenses		1[illegible] 1[illegible] 1[illegible] 2[illegible]
	[illegible]	[illegible]	
	[illegible]	5[illegible] 1[illegible] 72	
	[illegible]	4 [illegible]	
	[illegible]	[illegible]	
	[illegible]	1 [illegible] 71	
	[illegible]	[illegible]	
	[illegible]		
	Net Operating Deficit		[illegible]
532	Railway Tax Accruals		[illegible] 093 [illegible] 33
	[illegible]		[illegible]
	Railway Operating Income		
	[illegible]		2 959 [illegible] 03
	[illegible]		2 [illegible] 572 [illegible]
	[illegible]		
	[illegible]		295 [illegible] 17
	Taxes on Outside Operations		158 [illegible] 15
	Net [illegible]		
	[illegible]		[illegible]
	Total Operating Income		
XI	NON-OPERATING INCOME		
503	Hire of Freight Cars, Cr.Balance		33 [illegible] 31
504) to 507)	Rent from all other equipment		653 [illegible] 35
508	Joint Facility Rent Income		1 [illegible] 41
509	Income from Lease of Road		919 242 21
510	Miscellaneous Rent Income		929 758 34
511	Misc.Non-Oper.Physical Prop.		[illegible]
512) to 513)	Income from Funds and Securities		
519	Miscellaneous Income		

Brought forward

[illegible]	Rent for all other equipment	236 952 75	[illegible]
[illegible]	[illegible]	1 [illegible] 55	1 [illegible]
[illegible]	[illegible] for Lease [illegible]	765 [illegible] 07	[illegible]
[illegible]	Miscellaneous Rents	45 [illegible] 41	[illegible]
[illegible]	Miscellaneous Tax [illegible]	132 376 36	[illegible]
[illegible]	Other Properties - Loss	4 584 [illegible] 34	3 [illegible]
[illegible]	Interest on Annual [illegible]	40 [illegible] 94	[illegible]
[illegible]	[illegible]	[illegible] 34	[illegible]
[illegible]	[illegible]	[illegible] 72	[illegible]
[illegible]	Miscellaneous [illegible]	[illegible] 50	[illegible]
	[illegible]	58 329 142 43	41 [illegible]
	[illegible]	83 340 136 00	69 [illegible]

PRINCIPLES OF RAILWAY RATE MAKING

During the cross-examination of Witness Argo it was suggested by Counsel to the Commission the Railways should cover the principle adopted in making commodity freight rates, and also explain how railway truck competitive rates are arrived at.

While railway freight rates are not under attack in this proceeding, the Railways desire to be helpful to this Commission and respectfully submit the following:

The Board of Railway Commissioners for Canada have conducted an investigation into railway freight rates in Eastern Canada on various occasions, for example:

1. International Rates Case, covered by Board's Order No. 3258 dated Ottawa, 6th July, 1907.

2. Western Rates Case of 1914, reported in "Canadian Railway Cases", Volume 17, pages 123 to 263.

3. Eastern Rates Case, covered by Board's General Order No. 167 dated 3rd July, 1916 - reported in "Judgements, Orders, Regulations and Rulings of the Board" Volume 6, pages 13 to 256.

4. General Freight Rates Investigation, Board's General Order No. 448, dated 26th August, 1927 - reported in "Canadian Railway Cases", Volume 33, page 127.

In view of these proceedings it can be stated the general level of rail freight rates in Eastern Canada, and which reflect water competition, can be considered reasonable.

PRINCIPLE OF MAKING COMMODITY RATES:

Railway commodity rates are not based upon any one principle. Many different factors require to be taken into consideration. Except in the case of movements between any two points on one railway, no individual actually makes a commodity rate, as the railway commodity rate structure is very highly sensitive and competitive. It is necessary the Railways inquire very carefully into all the conditions involved in applications for establishment of new commodity rates. The Railways must avoid unjust discrimination as between commodities, places, and shippers. Of the many factors that are considered, the following are typical:

Nature of Commodity:

Commodities are divided into groups, as in the Canadian Classification and when working on the establishment of commodity

rates, one of the factors the Railways consider is the class to which the commodity is assigned in the Classification, i.e., whether it is a high or a low class rate commodity.

Distance:

Distance is a factor considered in establishment of commodity rates, particularly in cases where competition is absent. Generally speaking, normal class rates prescribed by the Board are based on mileage, and it follows in the establishment of commodity rates the distance factor should be considered.

Volume:

This factor is also considered. It is in the interest of the railway carriers, when offered a commodity in large volume, to establish a rate per hundred pounds on a lower per hundred pound basis than on the same commodity when offered in smaller quantities; in other words, the higher minimum increases the carriers' per car earning.

Weight vs Bulk:

As railway rates are quoted at a certain figure per 100 lbs. or per ton and only a limited quantity of bulk traffic can be loaded in a freight car apart altogether from the willingness of the shipper to give the railway volume, it is necessary in order that the Railways will secure reasonable per car earnings, to charge on bulky traffic a higher rate per 100 lbs. than on traffic of a less bulky nature.

Relativity or Commercial Competition:

As the same class of traffic is offered the Railways at different points by shippers who are in competition one with the other in reaching their markets, the Railways, in order to avoid claims of unjust discrimination, place these shippers on the same relative basis, i.e., the commodity rates will bear the same relationship to the class rates that would otherwise apply.

Carrier Competition:

In cases where a railway having the short line between two common or competitive points establishes a commodity rate, and a competing line has a longer mileage between the same two points, or two railways by means of a joint route can serve the same two points, such competing railway or railways may adopt and publish as theirs, the

commodity rate between those points originally established by the first mentioned railway.

Actual Water Competition:

This principle is generally recognized in making railway freight rates. In many cases lake-and-rail and also all-rail rates are built up on recognized arbitraries over the rates established between the same points by the water lines. In cases where agreed differentials do not exist, the actual water rate plus the amount which might require to be paid for other transportation service, either at point of origin, destination, or at both points, is used in arriving at rate.

Potential Water Competition:

There are cases where traffic offers between points where there is no actual water service rendered, but where facilities are available or can be readily made available for such traffic. In negotiating with shippers for the establishment of rates on such traffic, this condition is given consideration.

Per Ton- and Per Car- Mile Earnings:

When Railways are offered traffic, the nature of which or the competition it requires to meet, calls for the establishment of a low rate, they give consideration to the earning per ton- and per car- mile such rate would produce in comparison to their average per ton- and per car- mile earnings.

There is a Committee known as the Freight Committee of the Canadian Freight Association, to whom such applications are referred for consideration. Generally speaking, (except in the case of meeting truck competition, and which I will later refer to) applications come to the Railways from shippers or receivers of freight traffic. Such shippers or consignees, when making the application, are required to give all the information they can with respect to the commodity for which rate is required and the competition that commodity will require to meet in the market to which same is to be shipped. The information supplied by the shipper is, of course, supplemented by investigation of the carrier handling the application. The carrier to whom the application has been made, and who has conducted the investigation, is known as the "proponent

carrier. That carrier refers the application with all the facts in connection therewith to the Chairman of the Freight Committee. The latter mimeographs the application, sends a copy to every member of the Committee so that each member may analyze the application and come prepared to discuss same at the regular monthly meetings of the Committee. The proponent carrier, in submitting the application, is expected to give the following information:

Commodity:
From:
To:
Present Rate:
Proposed Rate:
Present Minimum Weight:
Proposed Minimum Weight:
Basis for Present Rate:
Basis for Proposed Rate:
Routing:
Justification for Proposed Rate:
Concurrence:

Under the heading "Present Rate" the present rate is shown, with tariff reference, while under the heading "Basis for Present Rate" explanation is made as to whether it is a standard mileage class rate, special class rate (such as Schedule "A") commodity mileage rate, special commodity rate, and if based on a percentage of the class rate, such percentage is shown.

The proposed rate is shown. Under the heading "Basis for Proposed Rate" such is shown, if the rate proposed has been figured on some already established basis, while under the heading "Justification for Proposed Rate" the reason for the proposed rate is given in as complete detail as possible.

Where more than one Railway is involved in the establishment of the proposed rate and it is possible for the proponent carrier to secure the concurrence of one or more of such railways to the proposal before filing same with the Chairman of the Committee, the concurrence of such line or lines is shown for the convenience of all the members of the Committee.

Prior to each monthly meeting the Chairman of the Committee prepares a list or docket of all the subjects to be discussed at the monthly meeting and also makes distribution of such docket so that all the members of the Committee will have before

them a proper list of all the subjects to be discussed.

As each application comes up for discussion the Chairman asks for the views of the Committee. If the members of the Committee have no objection to the proposal, i.e., they consider the application a reasonable one in view of all the facts submitted surrounding same, it is approved, but if a member or members finds something wrong with the proposal or has some good and valid reason for objecting to same, proposal is either amended to remove the objection or the application denied.

While the practice I have referred to appears to involve a rather lengthy process, shippers, generally, are acquainted with this process and naturally give the Railways all the advance notice possible prior to the actual necessity for the establishment of the commodity rate. However, in cases of emergencies, while the same consideration is given to the establishment of the proposed rate, the proposal is handled between the interested carriers either by letter, or, if the emergency demands, by telegraph, and when concurrence secured, tariff action is immediately taken and necessary record of the establishment of the rate recorded with the Freight Committee of the Canadian Freight Association at the next monthly meeting.

MAKING TRUCK COMPETITIVE RATES:

The truck competitive rates established by the Railways are not on any specific or scientific basis. Such rates, when published, are earmarked in the Railway Companies' Tariffs as established to meet truck competition, while in the case of the commodity rates I have already referred to, they are established as the result of applications received from shippers or consignees. Truck competitive Rates are made by the Railways, usually after they have lost business to the highway transport companies, although in some instances they are made to meet quotations made by highway transport companies, and which quotations have come to the attention of the Railway Companies' forces in the field. It is quite obvious, therefore, rates established by Railway Companies to meet highway competition are simply the rates the Railways find it necessary to publish if they are to regain or retain traffic.

In making carload truck competitive rates the Railways, of course, require to give consideration to whether the traffic will be shipped by a shipper located on a railway private siding and whether or not the consignee will also be so located. Where traffic originates, or is destined to a warehouse or plant not served by a private siding, the Railway Company requires to take into consideration the cost to the shipper or receiver of transporting the freight to or from their team tracks in meeting a rate available on the said traffic via highway, and which would, of course, include pick-up and delivery. The Railways, however, in reducing their carload rates to meet truck competition, endeavour wherever possible to secure a higher minimum weight per car than applicable in connection with the existing rail rate, in order to maintain, as far as possible, their revenue per car.

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ROYAL COMMISSION ON TRANSPORTATION

PROVINCE OF ONTARIO

INFORMATION REQUIRED FROM STEAM AND ELECTRIC RAILWAYS

CANADIAN PACIFIC RAILWAY COMPANY

(1) Name of Company, and location of chief office in Ontario.

Canadian Pacific Railway Company,
Head Office - Montreal, Que.
Chief Office in Ontario - Toronto.

(2) Year from which present operations have been continuously carried on.

Date of Incorporation - February 16, 1881.

(3)-a Lines operated within Ontario and length of same and character and schedules of service.

First Main Track - 3,330.6 miles in Ontario.
- 17,222.8 miles - Entire System.

Steam Freight, Passenger, Mail and Express Services.

(Transportation Department to handle matter of schedules - working time tables may be filed in this regard).

(3)-b Connections made and interchange of traffic with other transport operators.

(Transportation Department handling this question).

(4) Engine, Passenger and Freight equipment operated. Number of each, itemized as to type, year built, weight, seating capacity or load capacity in tons.

See Exhibit "A" attached.

(5) Terminal and interchange facilities; station facilities for convenience and comfort of passengers.

(Transportation Department handling this question).

(6) For operations within Ontario, in total and by lines, for the year ending December 31st, 1936, and by months forthe nine months ending September 30th, 1937.

(a) Passengers Transported; Passenger Train-Miles; Passenger Car-Miles; Passenger Seat-Miles; Passenger-Miles.

Figures for Province not available - System figures are as follows:-

		Year ending Dec. 31, 1936	Jan. - Sept. 1937
Revenue Passengers Carried	-	7,387,406	5,966,829
Passenger Train-Miles	-	16,189,566	12,550,138
Passenger Car-Miles	-	118,811,405	94,601,312
Passenger-Seat-Miles	-	Not computed	
Revenue Passengers Carried 1 Mile	-	759,113,574	640,295,878

(b) Tons of Freight Transported, (separated in major classifications), Freight Train-Miles; Freight Car-Miles; Ton-Miles of Freight.

Figures for Province not available - System figures are as follows:-

		Year ending Dec. 31, 1936	Jan. - Sept. 1937
Tons of Revenue Freight Carried	-	27,985,478	21,119,837
do- By major classifications	-	Exhibit "B"	Exhibit "C"
Freight Train-Miles	-	20,417,331	15,328,214
Freight Car-Miles (excludes Caboose)	-	705,119,021	531,350,945
Tons of Revenue Freight Carried 1 mile	-	11,424,147,095	8,171,783,117

(7) Gross Revenue from transportation within Ontario for the year ending December 31st, 1936 and the nine months ending September 30th, 1937.

(8) Gross Revenue within Ontario from all other sources (itemize whether subsidies, advertising, rents, investments, etc.) for the year ending December 31st, 1936 and nine months ending September 30th, 1937.

(9) Total Gross Revenues from operations within Ontario for year ending December 31st, 1936 and nine months ending September 30th, 1937.

(10) Operating Expenses of operations within Ontario, showing separately all important items of expense and each divided as to labour and material, for the year ending December 31st, 1936 and for the nine months ending September 30th, 1937.

(11) Fixed Charges allocated to operations within Ontario, including license fees, (if other than to Province of Ontario, specify) concessions, rents, royalties, property taxes, interest on investment, amortization, reserves for depreciation, etc. for the year ending December 31st, 1936, and for the nine months ending September 30th, 1937.

(12) Total costs of operations within Ontario for the year ending December 31st, 1936 and for the nine months ending September 30th, 1937.

Information for Province in respect to questions 7 to 12 not available - System data are given in Exhibits "D" and "E" attached.

(13) Information under items 7, 8, 9, 10, 11 and 12 to be given in similar detail per car-mile and per ton-mile or per passenger-mile.

Not available.

(14)-a Company's last audited balance sheet.

See pages 20-21 of the Company's annual report to the shareholders filed as Exhibit "F".

-b Also that section of the Company's property account (divided into its main classifications) representing physical properties within Ontario, or allocated to services within the Province of Ontario.

-c Also that part of the Company's funded indebtedness, specifically secured by, or otherwise allocated to, the physical properties included in the foregoing.

Information requested in (b) and (c) not available.

(15) What basis is adopted for the retirement of investment, and for replacement of equipment and other depreciable items.

The Company follows the replacement method of accounting for fixed properties replaced and the retirement method of accounting for rolling stock retired. The methods adopted may be more fully described as follows:

Fixed properties.

The cost of additional units and the excess cost of new units over the cost to renew in kind the units replaced is added to Property Investment. The cost of betterments is also added to Property Investment. The cost of renewing in kind (less salvage) is charged to Operating Expenses. The original cost of units retired and not replaced is deducted from Property Investment and an equivalent amount (less salvage) is charged to Profit & Loss Account.

Rolling Stock -

The cost of new units and of betterments is added to Property Investment. The original cost of units retired is deducted from Property Investment and an equivalent amount (less salvage) charged to Operating Expenses.

(16) What types and amounts of insurance are carried.

Adequate insurance is arranged by the Company against the risks of fire, lightning and explosion on all Company's property and the property of others while in its charge. In addition insurance of a special class is carried on certain valuable commodities such as silk, furs and skins. Protection is also arranged in respect of goods while in possession of cartage contractors and Company's liability to the public arising out of the operation of those services, also for cargo, freight and charges, grain in elevators, etc., public liability insurance in respect of freight and passenger elevators. All other losses for which the Company may be liable, including personal injury claims, are fully protected by the Company's resources.

(17) General character of freight handled.

See answer to item 6(b).

(18) Number and classes of employees in Ontario; seasonal fluctuations of employment; and by classes, rates of wages paid, hours worked, facilities and intervals for rest, average weekly earnings.

(Information in this connection previously submitted.)

(19) Schedule of tolls, tariffs, rates and fares charged for passengers and freight, and the basis and/or method of fixing and determining them.

(Transportation Department handling this question).

(20) Any contribution, grant, concession, or subsidy, now or heretofore enjoyed, but not already mentioned, whether governmental, municipal or otherwise.

(Information being developed.)

The commission would be glad to have your views:-

(a) Respecting the present method of licensing motor vehicles engaged in the transport of freight, (for gain or not for gain), and in passengers for gain, and as to possible changes; as to the relation thereto of the gasoline tax and any other impost; as to restrictions as to loads and types and sizes of vehicles; as to year round maintenance of public roads.

(b) Respecting regulations desirable to prevent unfair competition and to protect the interests of the riding public, and of shippers of freight.

(c) To what extent operators of the aforesaid motor vehicles should be expected to contribute to the cost and maintenance of public roads.

(d) Respecting qualifications and training of motor vehicle drivers engaged in the transport of freight, or of passengers for gain.

(e) Respecting the relationship of the motorbus and motortruck to other forms of public transport.

(Railway Association of Canada preparing joint statement in respect of the above).

CANADIAN PACIFIC RAILWAY COMPANY

EQUIPMENT OWNED OR LEASED

(Excluding equipment of Canadian Pacific Electric Lines)

Item	Number on Dec. 31, 1936.	Total Tractive Power
LOCOMOTIVES - OWNED OR LEASED:		
Passenger	397	12,834,900
Freight	1,355	51,558,800
Switching	236	7,597,700
Electric Locomotives		
TOTAL LOCOMOTIVES IN SERVICE	1,988	71,991,400
Less Locomotives Leased	-	-
TOTAL LOCOMOTIVES OWNED	1,988	71,991,400

		As At Dec. 31st, 1936.	Number	
			All Steel	Steel Underframes
CARS - OWNED OR LEASED:				
In Passenger Service -				
Motor Passenger		12	12	
First-Class		924	171	5
Second-Class		59	6	
Combination Passenger		93	15	1
Immigrant		144	70	-
Dining		152	95	
Parlour		112	80	
Sleeping		639	542	
Postal		51	47	
Baggage and Express		535	173	64
Other Cars in Passenger Service		373	46	252
	Total	3,094		
In Freight Service -				
Box		60,298	8,674	37,247
Flat		6,300	3,840	979
Stock		3,411	15	2,134
Coal		4,299	1,286	2,991
Tank		241	241	
Refrigerator		3,740	-	3,294
Other Cars in Freight Service		1,039	1,021	18
	Total	79,328		
In Company's Service -				
Caboose		1,280		
All Other		6,193		
	Total	7,473		
TOTAL CARS IN SERVICE		89,895		
Less Cars Leased		-		
TOTAL CARS OWNED		89,895		
Motor Buses		-		
Motor Trucks		-		

FLOATING EQUIPMENT
AS AT DECEMBER 31st, 1936

	Number	Registered Tonnage
Car Ferries	-	-
Steamboats	44	232,034.35
Tug Boats	8	531.06
Barges	19	9,906.07
Other Equipment	2	472.81

CANADIAN PACIFIC RAILWAY COMPANY

CARS IN FREIGHT SERVICE CLASSIFIED ON THE BASIS OF CAPACITY

AS AT DECEMBER 31ST, 1936

Item		Class I Capacities in the 30,000's of pounds	Class II Capacities in the 40,000's of pounds	Class III Capacities in the 50,000's of pounds	Class IV Capicities in the 60,000's of pounds	Class V Capacities in the 70,000's of pounds	Class VI Capacities in the 80,000's of pounds	Class VII Capacities in the 90,000's of pounds
Box Cars:	Number				9,408	1	33,621	6,315
	Aggregate capacity, tons				282,240	35	1,350,213	291,246
Flat Cars:	Number		4	1	972		2,963	136
	Aggregate capacity, tons		80	25	29,160		118,520	6,529
Stock Cars:	Number				[illegible]		383	
	Aggregate capacity, tons				90,840		15,320	
Coal Cars:	Number				1		114	
	Aggregate capacity, tons				30		4,560	
Tank Cars:	Number						138	
	Aggregate capacity, tons						5,520	
Refrigerator Cars:	Number				3,740			
	Aggregate capacity, tons				112,200			
Other Cars:	Number				31		54	
	Aggregate capacity, tons				930		2,160	

Item		Class VIII Capacities in the 100,000's of pounds	Class IX Capacities in the 110,000's of pounds	Class X Capacities in the 120,000's of pounds	Class XI Capacities in the 130,000's of pounds	Class XII Capacities in the 140,000's of pounds	Class XIII Capacities in the 150,000's of pounds	Total Classes I to XIII
Box Cars:	Number	7,474		3,478			1	60,298
	Aggregate capacity, tons	373,700		208,680			75	2,506,189
Flat Cars:	Number	2,196					28	6,300
	Aggregate capacity, tons	109,800					2,484	266,398
Stock Cars:	Number							3,411
	Aggregate capacity, tons							106,160
Coal Cars:	Number	2,761				170	1,253	4,299
	Aggregate capacity, tons	138,050				11,900	93,975	248,515
Tank Cars:	Number	103						241
	Aggregate capacity, tons	5,150						10,670
Refrigerator Cars:	Number							3,740
	Aggregate capacity, tons							112,200
Other Cars:	Number	536			18		400	1,039
	Aggregate capacity, tons	26,800			1,170		31,000	62,060

CANADIAN PACIFIC RAILWAY COMPANY

TOTAL REVENUE FREIGHT CARRIED

YEAR 1936.

Commodities	Total Revenue Freight Carried Tons
AGRICULTURAL PRODUCTS:	
1. Wheat	4,449,073
2. Corn	91,629
3. Oats	396,625
4. Barley	384,512
5. Rye	43,824
6. Flaxseed	23,344
7. Other Grain	9,120
8. Flour	702,736
9. Other Mill Products	701,955
10. Hay and Straw	134,462
11. Cotton	56,217
12. Apples (fresh)	146,800
13. Other Fruit (fresh)	87,974
14. Potatoes	273,764
15. Other Fresh Vegetables	40,698
16. Other Agricultural Products	350,466
Total	7,893,199
ANIMAL PRODUCTS:	
17. Horses	38,433
18 Cattle and Calves	287,237
19. Sheep	18,820
20. Hogs	95,349
21. Dressed Meats (fresh)	92,417
22. Dressed Meats (cured, salted, canned)	65,866
23. Other Packing House Products (edible)	38,977
24. Poultry	7,481
25. Eggs	6,894
26. Butter	15,723
27. Cheese	12,465
28. Wool	18,530
29. Hides and Leather	44,885
30. Other Animal Products (Non-edible)	42,306
Total	785,383
MINE PRODUCTS:	
31. Anthracite Coal	596,629
32. Bituminous Coal	2,080,687
33. Lignite Coal	1,487,897
34. Coke	511,719
35. Iron Ores	6,323
36. Copper Ore and Concentrates	9,719
37. Other Ores and Concentrates	1,523,202
38. Base Bullion, Matte, Pig and Ingot (non-ferrous metals)	348,631
39. Sand and Gravel	459,481
40. Stone (crushed, ground, broken)	123,312
41. Slate, Dimension or Block Stone	34,960
42. Crude Petroleum	269,658
43. Asphalt (Natural By-Product Petroleum)	46,033
44. Salt	67,651
45. Other Mine Products	1,967,476
Total	9,733,378

Exhibit "B"
Sheet 2 of 2 Sheets

CANADIAN PACIFIC RAILWAY COMPANY

TOTAL REVENUE FREIGHT CARRIED

YEAR 1936.

Commodities	Total Revenue Freight Carried Tons
FOREST PRODUCTS:	
46. Logs, Posts, Poles, Piling	760,206
47. Cordwood and Other Firewood	445,428
48. Ties	13,581
49. Pulpwood	486,449
50. Lumber, Timber, Box, Crate and Cooperage Material	1,311,892
51. Other Forest Products	106,423
Total	3,123,979
MANUFACTURES AND MISCELLANEOUS:	
52. Gasolene	537,255
53. Petroleum Oils and Other Petroleum Products (except asphalt and gasolene)	291,369
54. Sugar	113,596
55. Iron, pig and bloom	67,834
56. Rails and Fastenings	26,317
57. Iron and Steel (Bar, Sheet, Structural, Pipe)	206,438
58. Castings, Machinery and Boilers	51,582
59. Cement	231,378
60. Brick and Artificial Stone	104,981
61. Lime and Plaster	64,654
62. Sewer Pipe and Drain Tile	10,450
63. Agricultural Implements and Vehicles other than Autos	56,123
64. Automobiles, Auto Trucks and Auto Parts	142,433
65. Household Goods and Settlers' Effects	16,907
66. Furniture	11,815
67. Liquor Beverages	114,315
68. Fertilizers, all kinds	242,619
69. Newsprint Paper	1,026,600
70. Other Paper	155,137
71. Paper Board, Pulpboard and Wallboard (Paper)	75,765
72. Wood pulp	342,884
73. Fish (fresh, frozen, cured, etc.)	15,028
74. Canned Goods (all Canned Food Products except meats)	140,898
75. Other Manufactures and Miscellaneous	1,607,794
76. Merchandise (All L.C.L. Freight)	795,365
Total	6,449,539
GRAND TOTAL	27,985,478

CANADIAN PACIFIC RAILWAY COMPANY

TOTAL REVENUE FREIGHT CARRIED

JANUARY TO SEPTEMBER 1937

Commodities	Tons
AGRICULTURAL PRODUCTS:	
1. Wheat	1,878,258
2. Corn	89,079
3. Oats	234,073
4. Barley	198,519
5. Rye	34,[illegible]
6. Flaxseed	14,555
7. Other Grain	6,076
8. Flour	431,781
9. Other Mill Products	457,971
10. Hay and Straw	177,482
11. Cotton	38,736
12. Apples (fresh)	70,143
13. Other Fruit (fresh)	68,271
14. Potatoes	235,756
15. Other Fresh Vegetables	34,993
16. Other Agricultural Products	142,331
Total	4,112,936
ANIMAL PRODUCTS:	
17. Horses	34,067
18. Cattle and Calves	218,086
19. Sheep	10,017
20. Hogs	66,241
21. Dressed Meats (fresh)	74,497
22. Dressed Meats (cured, salted, canned)	47,130
23. Other Packing House Products (edible)	27,813
24. Poultry	3,427
25. Eggs	5,361
26. Butter	12,326
27. Cheese	10,697
28. Wool	16,815
29. Hides and Leather	33,631
30. Other Animal Products (Non-edible)	30,224
Total	600,391
MINE PRODUCTS:	
31. Anthracite Coal	431,318
32. Bituminous Coal	1,755,715
33. Lignite Coal	734,505
34. Coke	399,313
35. Iron Ores	5,361
36. Copper Ore and Concentrates	218,289
37. Other Ores and Concentrates	1,512,252
38. Base Bullion, Matte, Pig and Ingot (non-ferrous metals)	436,126
39. Sand and Gravel	359,838
40. Stone (crushed, ground, broken)	247,206
41. Slate, Dimension or Block Stone	26,176
42. Crude Petroleum	159,932
43. Asphalt (Natural By-Product Petroleum)	76,055
44. Salt	47,563
45. Otherwise Products	1,472,046
Total	7,883,704

CANADIAN PACIFIC RAILWAY COMPANY

TOTAL REVENUE FREIGHT CARRIED

JANUARY TO SEPTEMBER 1937

Commodities	Tons
FOREST PRODUCTS:	
46. Logs, Posts, Poles, Piling	641,703
47. Cordwood and Other Firewood	265,456
48. Ties	15,593
49. Pulpwood	457,598
50. Lumber, Timber, Box, Crate and Cooperage Material	1,132,123
51. Other Forest Products	92,371
Total	2,604,924
MANUFACTURES AND MISCELLANEOUS:	
52. Gasolene	424,072
53. Petroleum Oils and Other Petroleum Products (except asphalt and gasolene)	226,950
54. Sugar	120,474
55. Iron, pig and bloom	74,447
56. Rails and Fastenings	18,653
57. Iron and Steel (Bar, Sheet, Structural, Pipe)	276,713
58. Castings, Machinery and Boilers	13,902
59. Cement	264,669
60. Brick and Artificial Stone	90,258
61. Lime and Plaster	61,420
62. Sewer Pipe and Drain Tile	7,923
63. Agricultural Implements and Vehicles other than autos	32,063
64. Automobiles, Auto Trucks and Auto Parts	132,274
65. Household Goods and Settlers' Effects	19,304
66. Furniture	11,654
67. Liquor Beverages	100,020
68. Fertilizers, all kinds	236,626
69. Newsprint Paper	864,378
70. Other Paper	149,550
71. Paper Board, Pulpboard and Wallboard (Paper)	72,671
72. Sand pulp	308,731
73. Fish (fresh, frozen, cured, etc.)	10,507
74. Canned Goods (all canned food products except meats)	99,898
75. Other Manufactures and Miscellaneous	1,546,386
76. Merchandise (All L.C.L. Freight)	645,102
Total	5,917,882
GRAND TOTAL	21,119,857

Exhibit "D"

CANADIAN PACIFIC RAILWAY COMPANY

INCOME ACCOUNT

AS REPORTED TO DOMINION BUREAU OF STATISTICS

YEAR 1936.

Operating Income

Railway Operating Revenues		
Freight	$105,439,231.67	
Passenger	15,539,338.07	
Mail	3,580,835.81	
Express	3,037,798.57	
Other Freight Train	-	
Other Passenger Train	2,396,904.23	
Water Line	762,052.13	
All Other	7,705,389.11	$138,461,549.59
Railway Operating Expenses		
Mtce. of Way & Structures	$ 21,469,247.54	
Mtce. of Equipment	25,612,193.59	
Traffic	7,154,600.73	
Transportation	49,946,814.16	
Miscellaneous Operations	1,928,172.72	
General	5,247,143.51	
Trans. for Inv. Cr.	232,180.49	111,025,991.76
Net Operating Revenue		$ 27,435,557.83
Railway Tax Accruals		4,225,660.07
Railway Operating Income		$ 23,209,897.76
Outside Operations		
Revenue from Outside Operations	$ 16,039,349.88	
Expenses for Outside Operations	13,249,165.38	
Net Revenue from Outside Operations	2,790,184.50	
Taxes on Outside Operations	730,451.05	
Net Income from Outside Operations	$ 2,059,733.45	$ 2,059,733.45
Total Operating Income		$ 25,269,631.21
Non-operating Income		
Hire of Freight Cars, Credit Bal.	$ 751,014.52	
Rent from All Other Equipment	74,511.84	
Joint Facility Rent Income	672,958.83	
Income From Lease of Road	5,647.05	
Miscellaneous Rent Income	620,059.53	
Misc. Non-Oper. Phys. Prop.	152,852.40	
Other Properties Income	-	
Income From Funds & Securities	6,248,529.59	
Release of Premiums on Funded Debt	-	
Miscellaneous Income	292.43	
Total Non-Operating Income		$ 8,725,866.19
Gross Income		$ 33,995,497.40
Deductions from Gross Income		
Hire of Freight Cars, Debit Bal.	$ -	
Rent for All Other Equipment	128,134.94	
Joint Facilities Rents	1,469,137.08	
Rent for Leased Roads	3,575,717.81	
Miscellaneous Rents	98,367.89	
Miscellaneous Tax Accruals	119,832.49	
Other Properties Loss	1,843,493.00	
Interest on Funded Debt	19,907,395.65	
Interest on Unfunded Debt	98,169.39	
Amortization of Disc. on Funded Debt	332,015.39	
Maintenance of Investment Organization	-	
Miscellaneous Income Charges	394,049.84	
Total Deductions from Gross Income		$ 27,966,313.48
Net Corporate Income		$ 6,029,183.92
Appropriations of Income		-
Income Balance Carried to Profit & Loss Account		$ 6,029,183.92
Total Pay Roll Charged to Operating Expenses		$ 67,806,168.02

Exhibit "F"

CANADIAN PACIFIC RAILWAY COMPANY

EARNINGS AND MONTHLY STATEMENT

JANUARY-SEPTEMBER, 1937.

Railway Operating Revenues		
Freight	$79,209,836.48	
Passenger	12,559,521.79	
Mail	2,613,532.72	
Express	2,248,391.14	
Other Freight Train	-	
Other Passenger Train	2,050,768.48	
Water Line	627,037.45	
All Other	5,906,840.40	$105,215,928.46
Railway Operating Expenses		
Mtce. of Way & Structures	$ 16,785,226.71	
Mtce. of Equipment	22,201,609.34	
Traffic	5,431,790.43	
Transportation	38,583,308.91	
Miscellaneous Operations	1,708,394.92	
General	4,212,428.26	
Trans. for Inv. Cr.	135,966.18	$ 88,788,792.39
Net Operating Revenue		$ 16,427,136.07
Railway Tax Accruals		3,239,257.03
Hire of Equiptment - Net Cr.		403,561.06
Joint Facility Rents - Net Dr.		517,499.08
Operating Income		$ 13,073,941.02
Total Pay Roll Charged to Operating Expenses		$ 53,511,816.40

EXHIBIT "F"
PAGES 20-21

CANADIAN PACIFIC RAILWAY COMPANY

ANNUAL REPORT

FOR THE

YEAR ENDED DECEMBER 31

1936

MONTREAL, MARCH, 1937

CANADIAN PACIFIC RAILWAY COMPANY

NOTICE TO SHAREHOLDERS

The Fifty-sixth Annual General Meeting of the Shareholders of this Company, for the election of Directors to take the places of the retiring Directors and for the transaction of business generally, will be held on Wednesday, the fifth day of May next, at the principal office of the Company, at Montreal, at Twelve o'clock, noon.

The Ordinary Stock Transfer Books will be closed in Montreal, New York and London at 3 p.m. on Tuesday, the thirteenth day of April. The Preference Stock Books will be closed in London at the same time.

All books will be re-opened on Thursday, the sixth day of May.

By order of the Board,

F. BRAMLEY,
Secretary.

MONTREAL, March 8, 1937.

PRINTED IN CANADA

BOARD OF DIRECTORS.

Sir Edward Beatty, G.B.E.,	Montreal.
Col. Henry Cockshutt,	Brantford.
D. C. Coleman,	Montreal.
Sir Charles Gordon, G.B.E.,	do
John W. Hobbs,	Toronto.
Sir Herbert S. Holt,	Montreal.
John W. McConnell,	do
Rt. Hon. Reginald McKenna,	London, Eng.
Robert S. McLaughlin,	Oshawa.
Ross H. McMaster,	Montreal.
Brig.-Gen. Frank S. Meighen, C.M.G.,	do
Sir Edward R. Peacock, G.C.V.O.,	London, Eng.
James A. Richardson,	Winnipeg.
Rt. Hon. Lord Shaughnessy, K.C.,	Montreal.
Robert C. Stanley,	New York.
W. N. Tilley, K.C.,	Toronto.
Morris W. Wilson,	Montreal.
Hon. J. Marcelin Wilson, Senator,	do

EXECUTIVE COMMITTEE.

Sir Edward Beatty, G.B.E.
Sir Charles Gordon, G.B.E.
Ross H. McMaster
D. C. Coleman
Sir Herbert S. Holt
W. N. Tilley, K.C.

OFFICERS

Chairman and President	Sir Edward Beatty, G.B.E.	Montreal.
Vice-President	D. C. Coleman	do
Secretary	F. Bramley	do
Assistant Secretary	I. R. Collins	do
General Counsel	E. P. Flintoft, K.C.	do
General Solicitor	G. A. Walker, K.C.	do
Asst. to the Vice-President	H. C. Grout	do
General Executive Assistant	J. O. Apps	do

FINANCIAL AND ACCOUNTING DEPARTMENTS

Vice-President and Treasurer	L. B. Unwin	Montreal.
Assistant to Vice-President	J. A. Dundas	do
Assistant Treasurer	F. G. Millen	do
Assistant Treasurer	A. E. H. Chesley	do
Comptroller	E. A. Leslie	do
Assistant Comptroller	W. R. Patterson	do

TRAFFIC DEPARTMENT

Vice-President	George Stephen	Montreal.
Passenger Traffic Manager	C. B. Foster	do
Asst. Pass. Traffic Mgr., Eastern Lines	R. G. McNeillie	do
Asst. Pass. Traffic Mgr., Western Lines	N. R. DesBrisay	Winnipeg.
Overseas Passenger Manager	H. W. Brodie	Montreal.
Steamship Passenger Traffic Manager	Wm. Baird	do
Asst. Steamship Passenger Traffic Mgr.	W. G. Annable	do
Freight Traffic Manager	C. E. Jefferson	do
Asst. Freight Traffic Mgr., Eastern Lines	G. Hiam	do
Asst. Freight Traffic Mgr., Western Lines	H. W. Gillis	Winnipeg.
Foreign Freight Traffic Manager	W. M. Kirkpatrick	Montreal.

OPERATING DEPARTMENT

Eastern Lines:		
Vice-President and General Manager	H. J. Humphrey	Montreal.
Gen. Supt. New Brunswick District	T. C. Macnabb	Saint John.
Gen. Supt. Quebec District	J. K. Savage	Montreal.
Gen. Supt. Ontario District	N. M. McMillan	Toronto.
Gen. Supt. Algoma District	Thomas Hambley	North Bay.
Western Lines:		
Vice-President	W. M. Neal	Winnipeg.
General Manager	W. A. Mather	do
Asst. General Manager	C. A. Cotterell	Vancouver.
Asst. to Vice-President	C. E. Stockdill	Winnipeg.
Gen. Supt. Manitoba District	H. J. Main	do
Gen. Supt. Saskatchewan District	W. S. Hall	Moose Jaw.
Gen. Supt. Alberta District	E. D. Cotterell	Calgary.
Chief Engineer	J. M. R. Fairbairn	Montreal.
Chief of Motive Power and Rolling Stock	H. B. Bowen	do
Manager, Department of Personnel	George Hodge	do
General Supt. of Transportation	G. T. Coleman	do
Manager of Sleeping and Dining Cars	T. M. McKeown	do
General Mgr. of Communications Dept.	W. D. Neil	do
Chief Commr. of Immigration and Col.	J. N. K. Macalister	do
General Purchasing Agent	B. W. Roberts	do
General Manager of Hotels	H. F. Mathews	do
Manager, Dept. of Natural Resources	S. G. Porter	Calgary.
European Manager	J. C. Patteson, Trafalgar Square,	London, Eng.
Deputy Secretary and Registrar of Transfers	F. J. Whiddett, 17 Bruton Street,	do

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New York Transfer Agents, Agents, Bank of Montreal, 64 Wall Street	New York.
Montreal Transfer Agents, The Royal Trust Company	Montreal.

CANADIAN PACIFIC RAILWAY COMPANY

FIFTY-SIXTH ANNUAL REPORT

OF THE

DIRECTORS OF CANADIAN PACIFIC RAILWAY COMPANY

YEAR ENDED DECEMBER 31, 1936

To the Shareholders:

The accounts of the Company for the year ended December 31, 1936, show the following results:—

INCOME ACCOUNT

Gross Earnings		$ 138,562,762.76
Working Expenses (including taxes)		115,251,651.83
Net Earnings		$ 23,311,110.93
Other Income—Net	$ 10,198,522.23	
Provision for depreciation of Ocean and Coastal Steamships	3,567,151.00	
		6,631,371.23
		$ 29,942,482.16
Fixed Charges		23,913,298.24
Balance transferred to Profit and Loss Account		$ 6,029,183.92

PROFIT AND LOSS ACCOUNT

Profit and Loss Balance December 31, 1935		$139,504,688.15
Balance of Income Account for the year ended December 31, 1936		6,029,183.92
		$145,533,872.07
DEDUCT:		
Amount credited investment reserve being equivalent to advances made to Minneapolis, St. Paul & Sault Ste. Marie Railway Company to make up deficiency in amount available to meet interest obligations for year 1936 guaranteed by Canadian Pacific Railway Company	$ 3,659,645.32	
Loss on lines abandoned and on property retired and not replaced	3,357,399.34	
Miscellaneous—Net Credit	Cr. *15,875.98*	
		7,001,168.68
Profit and Loss Balance December 31, 1936, as per Balance Sheet		$138,532,703.39

NOTE—Subsequent to the end of the year, a dividend of 1 per cent. on the Preference Stock, amounting to $1,372,569.21, was declared from the earnings of the year 1936, payable April 1, 1937.

The balance of Income Account resulting from the operations of the year 1936 available for transfer to Profit and Loss Account was $3,197,100 greater than in 1935.

Railway Earnings and Expenses

The results of railway operations in 1936, compared with 1935, were as follows:

	1936	1935	Increase
Gross Earnings.....	$138,562,763	$129,678,905	$8,883,858
Working Expenses (including taxes).....	115,251,652	107,281,381	7,970,271
Net Earnings.....	$ 23,311,111	$ 22,397,524	$ 913,587

In 1936 working expenses, including taxes, amounted to 83.18% of gross earnings, as compared with 82.73% in 1935. Excluding taxes the ratio was 80.13% as against 79.56% in 1935.

Gross earnings showed an improvement each month over the corresponding month of the previous year, the total increase being $8,883,858 or 6.9%. The increase during the first three quarters of the year was 8.6% whereas in the last quarter it was only 2.6%. The less favourable showing in the last quarter was due in large measure to the extraordinarily small grain crop which followed the severe drought in Western Canada. During the year wheat which had been carried in storage was exported freely, and, although the new crop was less than in the previous year, the earnings from grain and grain products were slightly higher.

Passenger earnings increased $509,708 or 3.4%. Effective June 1, the passenger surcharges, included as part of sleeping and parlor car fares, were eliminated, and the basic fare for passengers in coaches was reduced from 3.45c. to 3c. per mile. All through fares between points competitive with United States railroads were also adjusted to meet the reductions ordered in Eastern United States by the Interstate Commerce Commission.

Freight earnings increased $7,669,508, or 7.8%, gains being recorded in practically all the principal commodities.

Working expenses increased $7,970,271 or 7.4%. More than one-half of the increase was in maintenance expenses, which were $4,432,378, or 10.4%, higher than in 1935. Almost the entire increase in maintenance of way expenses resulted from the inclusion of the whole of the Company's proportion of maintenance expenditures incurred by reason of the agreement with Dominion Government to provide work for approximately 5,000 unemployed men transferred from the relief camps which were being closed by the

Government. The Government paid the wages of these men and certain incidental transportation and other expenses aggregating approximately $1,323,000. The Company absorbed the cost of materials applied, of work train service, and of all supervisory and overhead expenses, the maintenance proportion of which amounted to approximately $1,605,000. Snow removal expenses were somewhat heavier than in 1935. The greater part of the increased maintenance of equipment expenses was in passenger car repairs, which increased $1,760,000. During the year 129 passenger cars were air-conditioned, involving heavy expenditures, partly chargeable to capital and partly to maintenance. Charges for retirement of rolling stock and depreciation of inland steamers were approximately $1,024,000 greater than in 1935.

Transportation expenses increased $2,394,237 or 5.0%. The ratio of transportation expenses to gross earnings was reduced from 36.6% in 1935 to 36.0% in 1936. The following averages indicate the continued improvement in freight train operations:

	1931	1933	1935	1936
Gross tons per freight train mile..	1,389	1,515	1,546	1,557
Gross tons per freight train hour..	21,766	23,849	25,051	25,370
Pounds of fuel consumed per 1,000 gross ton miles freight....	116	112	109	108

The scale of deductions from basic rates of pay of officers and employees made effective in 1935 was continued throughout 1936. During the year conferences were held between representatives of the Canadian railways and of their employees to discuss the request of the latter for the complete restoration of basic rates of pay. It was not considered that conditions warranted the granting of this request. This led to the application by the employees for the appointment of a Board of Conciliation under the terms of the Industrial Disputes Investigation Act. A Board was appointed and hearings took place in November and December. At the close of the year the Board had not made its report.*

*Under date of January 30, 1937, the Board of Conciliation recommended:

"That the existing deduction from basic rates of pay of 10 per cent. be reduced to 9 per cent. on February 1, 1937, as proposed in conciliation conferences by the railways, and that further fixed reductions during the year be put into effect unconditionally, namely, a reduction to 8 per cent. not later than August 1, 1937, and a reduction to 7 per cent. not later than November 1, 1937."

While the railways have expressed their willingness to accept the recommendation of the Board as the basis for an agreement, and have changed the percentage deduction from 10 per cent. to 9 per cent., effective February 1, 1937, the employees have indicated that they are not prepared to adopt the recommendations. The matter is still unsettled.

Other Income

There was a substantial improvement in Other Income, the increase over 1935 amounting to $2,053,027.

Dividends increased $1,251,467. Cash dividends received from The Consolidated Mining and Smelting Company of Canada, Limited, included under this caption, amounted to $3,365,000, an increase of $1,177,750 over 1935.

Net income from interest, exchange, separately operated properties and miscellaneous increased $493,993.

Net earnings from ocean and coastal steamships before depreciation increased $317,266. There was a substantial increase in the gross and net earnings of the coastal services, reflecting the improvement in general conditions. Net earnings of ocean services were approximately the same as during the previous year. Net earnings of cruise services decreased substantially, due primarily to the change in the itinerary of the world cruise of the Empress of Britain made necessary by the disturbed conditions in the Mediterranean. Gross earnings of Atlantic services increased substantially but were offset by the cost of handling the additional traffic, increase in price of materials consumed, increased cost of repair work owing to higher wage rates, and an increase in seamen's wages in accordance with agreement with the National Maritime Board. Gross earnings of Pacific services increased slightly, and the expenses were considerably less than in 1935 owing principally to more favourable exchange rates. The increase in net earnings from these services was approximately equal to the reduction in net earnings from cruise services. During the year 1936 the Company's steamships made 136 regular voyages on the Atlantic, 25 on the Pacific and 35 cruises. Your fleet suffered no casualties during the year, and, apart from the disposal of one of the older coastal vessels and a transfer barge, no change was made in the fleet.

Net earnings from hotel, communication and miscellaneous properties decreased $9,699. Your hotels enjoyed substantially increased patronage. The net earnings for the year amounted to $672,796. While your hotels have been maintained in first class condition and the equipment modernized from time to time, the cost of renewals and replacements being charged to expenses, no provision has hitherto been made for obsolescence. After careful study of the situation, it has been decided to make an annual appropriation for this purpose. Accordingly, an amount of $620,094 was transferred from the net earnings of hotels to hotel depreciation reserve. It is proposed to increase the amount so appropriated from time to time as conditions warrant. In certain prior years, net

earnings of hotels aggregating $2,319,339 were credited to hotel investment account. The amount so credited has been transferred to hotel depreciation reserve.

Steamship Depreciation

The full annual depreciation requirement for your ocean and coastal fleets, amounting to $3,567,151, was appropriated from Income Account.

Fixed Charges

Fixed charges were $246,639 less than in the previous year. This saving was due principally to the retirement of the remainder of the Five Year Notes held by the Canadian Chartered Banks out of the proceeds of new bond issues sold in Canada at lower rates of interest.

Profit and Loss Account

An amount of $3,659,645, credited to investment reserve, was charged to profit and loss account, being equivalent to advances made to the Minneapolis, St. Paul & Sault Ste. Marie Railway Company to make up the deficiency in the amount available to meet its interest obligations for 1936 guaranteed by your Company.

During the year abandonment of lines was completed as follows:

Edmundston Subdivision	27.2	miles
Orford Mountain Subdivision	16.0	"
Nickel Subdivision	16.6	"
Shore Line Subdivision	23.3	"
Kingston Subdivision—Godfrey Spur	4.1	"
Nipigon Subdivision—second track	5.5	"
Total	92.7	"

The approval of the Board of Railway Commissioners to these abandonments was obtained where necessary. After allowing for salvage, the net charge to Profit and Loss on account of these abandonments was $2,029,550.

The necessary adjustments in the property investment account have also been made for all other railway, steamship and miscellaneous property retired during the year. While the final disposition of the Place Viger Hotel, the operation of which ceased towards the close of 1935, has not yet been determined, it has been written down to its estimated present value.

Dividends

Upon consideration of the results of the Company's operations in 1936, and having in view its obligations as guarantor of the

interest on certain securities of the Minneapolis, St. Paul & Sault Ste. Marie Railway Company, your Directors declared a dividend from the earnings of 1936 of 1 per cent. on the Preference Stock, payable April 1, 1937.

The year's earnings and the rate of dividend on the Preference Stock were affected by the severe drought in the territory served by your Company and the Soo Line, which resulted in substantial curtailment of the earnings for the last quarter of the year.

Land Accounts

Sales of agricultural lands during the year amounted to 92,210 acres for $955,520, an average of $10.36 per acre, including 1,635 acres of irrigated land at $52.88 per acre and the remainder at an average of $9.59 per acre.

Throughout 1936 the Company continued the policy of debt relief to its land contract holders, the adoption of which in February, 1932, constituted the first effective step to relieve in a measure the distress of the farmers in Western Canada, which resulted from poor crops and low prices. The rebates of interest from 1932 to the end of 1936 have amounted to $7,260,496, to which might be added adjustment of principal outstanding and further concessions in interest for cash payments, amounting to $2,267,827, a grand total of $9,528,323.

The wisdom of this policy has been demonstrated by the subsequent enactment of Dominion and Provincial legislation for the relief of farmers. A very considerable number of farmers have taken advantage of the provisions of the Farmers' Creditors Arrangement Act of the Dominion, which provides the machinery for the composition of their indebtedness. Moreover, in Saskatchewan, and particularly in the drought areas, substantial relief is being extended to the farmers under an arrangement between the Dominion and Provincial Governments and the various mortgage and loan companies interested for the remission of arrears of taxes, interest, etc. In Alberta legislation was enacted for a compulsory reduction in all debts incurred prior to July, 1932, and for the abolition of interest. The validity of this legislation is being tested in the Courts.

Collections on land contracts have naturally been affected adversely by the persistent drought of the past six years, coupled with the effects of the general depression. Rehabilitation of the drought areas is now receiving the attention of Governments and experts, and the opinion is held that less than 10% of the soil in these sections has been permanently damaged.

It is proposed to continue for the present year the policy of concessions to land purchasers, with certain modifications.

Pensions

The Company has since 1903 maintained a system of voluntary pensions without contribution from the employees. The changes in conditions that have taken place, more particularly in recent years, have made it clear that the continuance of the voluntary system would eventually impose upon the Company financial burdens which it would be unable to bear. After thorough investigation by a committee composed of officers of the Company and representatives of the employees, it was decided that from the standpoint of both the Company and the employees the simplest and most satisfactory plan would be to adhere as closely as possible to the underlying principles of the original system, and to incorporate therein suitable provisions for contributions by the officers and employees, and such other changes as were necessary to meet the altered conditions.

New rules and regulations drafted by the committee, embodying the foregoing principles, were approved by your Directors to take effect January 1, 1937. Participation is optional for employees in the service prior to January 1, 1937, but compulsory for those entering the service thereafter. For all participants the rate of contribution has been fixed initially at three per cent. of their earnings. Contributions on the part of the Company remain voluntary. Provision has been made for the continuance of allowances to those already on pension so that there will be no change in their status.

The plan will be administered by a committee, composed of four officers of the Company and three General Chairmen of the organized classes of employees. Contributions are to be paid into a trust fund with the Company as trustee.

The actuary retained in connection with the preparation of the new pension system estimates that, while during the early years of the operation of the system the relief to the Company will not be material, it will gradually increase until ultimately the contributions of the employees will provide approximately 45% of the total pension cost.

Although eligible employees have until December 31, 1937, to elect to become contributors, 31,600, or approximately 70%, so elected prior to the end of the year 1936.

Pension disbursements for the year totalled $2,233,008 and were included in working expenses. During the year 389 employees were

pensioned. The total number of pensioners at the end of the year showed an increase of 183 over the number at December 31, 1935. The distribution by ages of the pensioners on the roll at December 31, 1936, was as follows:—

Under 60 years of age	110
From 60 to 64 years of age inclusive	255
From 65 to 70 years of age inclusive	1,274
Over 70 years of age	1,306
	2,945

Capital Expenditures

In anticipation of your confirmation, your Directors authorized capital appropriations, in addition to those approved at the last annual meeting, aggregating for the year 1936 $2,421,405. Your approval will be requested for capital appropriations during the present year of $27,306,061. Particulars of the principal items are:—

Replacement and enlargement of structures in permanent form	$ 285,466
Additions and betterments to stations, freight sheds, coaling and watering facilities and engine houses	356,165
Ties, tie plates, rail anchors and miscellaneous roadway betterments	1,927,707
Replacement of rail in main and branch line tracks with heavier section	522,113
Rock ballasting	482,344
Additions and betterments to shop machinery	256,685
Installation of automatic signals	64,511
Additional terminal and side track accommodation	47,186
New rolling stock	20,723,422
Additions and betterments to rolling stock	1,636,231
Additions and betterments to hotels	42,041
Additions and betterments to communication facilities	876,863

New rolling stock includes appropriations covering the cost of 3,600 freight cars, 30 passenger cars, and 50 locomotives. In view of the extensive retirements and limited purchases of rolling stock during the last few years, it has been deemed advisable to take advantage of the present level of prices to acquire additional units of modern design necessary for the efficient handling of the increased volume of traffic which has already developed and the further increase which is anticipated. Additions and betterments to rolling stock includes ordinary betterment of freight cars and motive power to secure more efficient operation and the capital proportion of the

cost of air-conditioning 141 passenger cars to extend the use of this type of equipment to meet the public demand.

Temiscamingue and Abitibi Railway

For some time past your Company has been urged by representatives of the rapidly developing agricultural and mining areas of Northern Quebec to undertake the construction of a line of railway which would provide improved means of communication from these areas to the industrial centres of the Province. To meet these demands, as well as to place the Company in a position as occasion might warrant to provide railway communication with the mining area in which your subsidiary, The Consolidated Mining & Smelting Company of Canada, Limited, has a substantial interest, your Company caused application to be made to the Provincial Legislature for a charter authorizing the Temiscamingue and Abitibi Railway Company to construct such a line. While the act of incorporation passed the Legislative Assembly, unfortunately that body unexpectedly dissolved before the act received the approval of the Legislative Council. The Canadian National Railways opposed the granting of this charter and obtained from the Dominion Parliament authority to construct a branch line serving part of the territory into which the Temiscamingue and Abitibi Railway had been projected. Conferences with the Canadian National Railways and the Dominion Government failed to produce a basis of compromise, such as the joint construction of the section of line which would be duplicated under the plans of the two companies. The Canadian National Railways have proceeded with the construction of their branch line. Your Directors have still under consideration the question of the further action which should be taken by your Company.

Finance

There were issued and sold during the year $15,000,000 Collateral Trust Bonds dated February 15, 1936, secured by pledge of $18,750,000 Perpetual 4% Consolidated Debenture Stock. This issue consisted of $5,000,000 Serial 3% Bonds maturing in amounts of $1,000,000 on February 15 in each of the years 1937 to 1941 inclusive, and $10,000,000 Convertible Fifteen Year 3½% Bonds maturing February 15, 1951. The holders of the convertible bonds were given the right at any time between February 15, 1937, and February 15, 1944, inclusive, to convert their bonds into shares of the Ordinary Capital Stock of the Company in the ratio of four shares of the par value of $25.00 each to each $100.00 principal amount of the bonds. The proceeds of this issue were used to retire

$12,000,000 of the Five Year Notes maturing June 22, 1938, and the balance for extensions to and improvements of the Company's property. Debenture Stock to the amount of $20,000.300 pledged as security for the notes was released and cancelled.

There were also issued and sold during the year $38,000,000 Collateral Trust Bonds dated April 1, 1936, secured by pledge of $45,600,000 Perpetual 4% Consolidated Debenture Stock. This issue consisted of $8,000,000 Three-Year 2½% Bonds maturing April 1, 1939, callable on any interest date on 30 days' notice at 100 and accrued interest; $15,000,000 Five-Year 2½% Bonds maturing April 1, 1941, callable on any interest date on 30 days' notice at 100½ and accrued interest; and $15,000,000 Convertible Nine and One-Half Year 3% Bonds maturing October 1, 1945, callable on any interest date on 30 days' notice at 102 and accrued interest. The holders of the convertible bonds were given the right at any time between April 1, 1937, and April 1, 1944, inclusive, to convert their bonds into shares of the Ordinary Capital Stock of the Company in the ratio of four shares of the par value of $25.00 each to each $100.00 principal amount of the bonds. The proceeds of this issue were applied toward the retirement of $11,000,000 Five Year 4½% Notes maturing June 22, 1938, and $25,000,000 Five Year 4½% Notes maturing December 1, 1938. Debenture Stock to the amount of $60,000,000 pledged as security for the notes was released and cancelled.

As a result of this financing the Company was enabled to complete the retirement of the $60,000,000 of notes issued to the Canadian Chartered Banks in 1933. The Dominion Government was entirely relieved of its obligation as guarantor of these notes without any expense to it.

On January 2, 1936, the Company borrowed $2,000,000 on its short term promissory notes from United States banks, secured by pledge of $2,850,000 Perpetual 4% Consolidated Debenture Stock. These loans were repaid at maturity during the year, and the Debenture Stock was released and cancelled.

Owing to unavoidable delay in delivery of part of the rolling stock to be sold to the Company by the Dominion Government under the Hire-Purchase Agreement referred to in the last Annual Report, the formal agreement could not be executed before the end of the year. Your Company's obligation to the Government as at December 31, 1936, was $5,640,500 of the total authorized amount of $5,730,000.

At the request of the Dominion Government and as a means of assisting in the relief of unemployment the Company agreed, as

previously mentioned, to increase its programme of maintenance of way and betterment work during the season of 1936 so as to provide employment for a maximum of five thousand men then receiving assistance from the Government. The Government reimbursed the Company for the wages paid, amounting to approximately $1,323,000, and advanced to it by way of loan $554,700, repayable in five equal annual instalments commencing in 1938 with interest at the rate of 2½% per annum, on account of the other expenditures for labour incurred in preparation for and in connection with the work.

During the year equipment obligations to the amount of $1,950,000 were redeemed by the Company. An amount of $2,300,150 was also deposited with the Trustee of the Equipment Trust maturing in 1944 who purchased and cancelled $634,000 of equipment certificates. Twenty Year 4½% Sinking Fund Secured Note Certificates to the amount of $301,800 were purchased by the Trustee and cancelled.

Your guarantee of interest was endorsed on Four per cent. First Mortgage Bonds of the New Brunswick Southern Railway Company to the amount of $500,000 maturing August 1, 1986, issued by that Company and delivered to your Company in repayment of advances made to the New Brunswick Southern Railway Company to enable that Company to retire its outstanding bonds of the same amount which matured January 1, 1933.

London Hotel Site

In view of the necessary delay in the development of the hotel site in Berkeley Square, London, for the purpose for which it was purchased, your Directors decided to take advantage of proposals made by an outstanding firm for the immediate construction upon it of a modern building worthy of its importance. Negotiations contemplate a lease for a period of 200 years on terms satisfactory to your Company, with a limited option to purchase the freehold at a price in excess of the cost of the property to the Company.

Minneapolis, St. Paul & Sault Ste. Marie Railway Company (Soo Line)

The results of operation of the Soo Line for the past year were disappointing. A moderate increase in general traffic was practically neutralized by an almost complete failure of the grain crop in the territory served, due as in Canada to severe drought. The slight increase in total revenues was more than offset by the increase in expenses occasioned by the imposition of social security taxes and

the restoration of basic wage rates. Your Company advanced to the Soo Line during the year $3,659,645 to make up the deficiency in the amount which the latter had available to meet interest obligations guaranteed by your Company and $576,062 to redeem the balance of notes issued to the Railroad Credit Corporation in 1932 and guaranteed as to principal and interest by your Company.

Spokane International Railway Company

There was a substantial increase in the traffic handled by this Company in 1936 as compared with the previous year, owing to improvement in general conditions and to the Canada-United States Trade Agreement 1935. As a result the Company ended the year with net earnings from railway operations of $103,870, as compared with a loss of $18,887 in 1935. The reorganization of this Company and its subsidiary, the Coeur d'Alene and Pend d'Oreille Railway Company, was proceeded with, and on September 12 the Trustee filed a plan with the Federal Court and the Interstate Commerce Commission. Hearings on the plan commenced before the Interstate Commerce Commission in December but were not concluded at the close of the year. In view of the improved position of the Company it is hoped that a feasible plan of reorganization may now be concluded. There was no change in the investment of your Company in the Spokane Company during the year.

The Duluth, South Shore and Atlantic Railway Company

Notwithstanding a substantial improvement in the net earnings in 1936, in view of the approaching maturity on January 1, 1937, of certain mortgage bonds aggregating $5,400,000, for payment of which no funds were available, the Board of Directors of The Duluth, South Shore and Atlantic Railway Company at a meeting on December 30, 1936, authorized the filing of a petition in the Federal Court pursuant to Section 77 of the Bankruptcy Act of the United States, stating that the company was insolvent and that it desired to effect a plan of reorganization. Your Directors are of the opinion that these proceedings will result in an improved capital structure and place the South Shore Company in a position to pay a return on your Company's investment therein. Your Company received during the year some small payments on account of unpaid interest due from the South Shore Company.

Leases and Agreements

There will be submitted for your consideration and approval a lease of the railway of Atlantic and North-West Railway Company extending from the point of connection between the railway of that

Company and the railway of Ontario and Quebec Railway Company on the south bank of the St. Lawrence River, near Montreal, to Farnham, and from Brookport (formerly Brigham Junction) to a point of junction with the Maine Central Railway at or near Mattawamkeag in the State of Maine, for a term of 999 years from the first day of January, 1937, at a clear annual rental of £52,000, being equal to the annual interest on £1,300,000 Four per cent. First Mortgage Redeemable Debenture Stock issued by Atlantic and North-West Railway Company and secured by a mortgage of the said line of railway dated December 2, 1936; with a proviso that after redemption of the said Debenture Stock the annual rental payable under the lease shall be equivalent to the annual interest on the bonds, debentures, debenture stock or other securities of Atlantic and North-West Railway Company from time to time outstanding. The lease will supersede your Company's present lease of the said line of railway made the 6th day of December, 1886, reserving a rental of £28,013-14-0 per annum for twenty years from the commencement of the said lease and thereafter £66,500 per annum in perpetuity. Your Company also became a party to the mortgage under which it agreed to guarantee the payment of the principal of and the interest on the Debenture Stock to be issued thereunder.

Your confirmation and approval will be asked of an agreement, dated October 1, 1935, between your Company and The Midland Railway Company of Manitoba, whereby the Midland Company is granted the right to use that portion of the line of your Company in the City of Winnipeg from a point west of Academy Road to a point east of Portage Avenue, on the basis of paying a fixed annual rental equivalent to one-half of the interest at the rate of 3% per annum on the agreed capital account, one-half of interest at the rate of 5% per annum on additions to capital account and a wheelage proportion, with a minimum of 15%, of the maintenance and operation expenses.

Co-operation with Canadian National Railways

During the year two co-operative measures previously agreed upon were put into effect under the provisions of the Canadian National-Canadian Pacific Act of 1933.

1. Abandonment of the Canadian National Railway line between Iberville and Farnham and joint operation of the Canadian Pacific line.
2. Abandonment of the Canadian Pacific line between Cyr and Edmundston and joint operation of the Canadian National line.

The total annual economy from arrangements in effect at the end of the year is approximately $1,135,000 and the Joint Executive Committee has approved and authorized the completion of formal agreements covering other projects estimated to yield savings of approximately $527,000, a total annual saving of approximately $1,662,000, one-half of which will accrue to each Company.

Meetings of the Joint Executive Committee were held during the early part of the year. Subsequently, under the legislation passed at the last session of Parliament, the Canadian National Trustees were replaced by a Board of Directors. Shortly after the Board assumed its duties in October, your Directors submitted to it proposals for co-operative action in a number of competitive matters, but, no doubt owing to pressure of other matters following their appointment, the Directors of the Canadian National Railways had not communicated their views to this Company at the close of the year.

Stock Holdings

The holdings of the Capital Stocks of the Company in December, 1936, were distributed as follows:—

	ORDINARY		PREFERENCE		Percentage of Ordinary and Preference Stocks combined
	No. of holders	Percentage of Stock	No. of holders	Percentage of Stock	
Canada.....	26,942	16.12	99	.31	11.44
United Kingdom and other British	20,483	52.40	27,220	97.11	65.64
United States.....	16,955	24.75	30	.58	17.59
Other Countries...	4,285	6.73	307	2.00	5.33
	68,665		27,656		

Changes in Directorate

During the year the Directors received, with regret, the resignation of Mr. W. A. Black, who had been a member of the Board since 1927, and a member of the Executive Committee since 1933. Mr. John W. McConnell was appointed a Director of the Company succeeding Mr. Black and Mr. Ross H. McMaster was appointed to the Executive Committee.

Retiring Directors

The undermentioned Directors will retire from office at the approaching Annual Meeting. They are eligible for re-election:

Sir Edward Beatty, G.B.E.,
Mr. John W. McConnell,
Rt. Hon. Lord Shaughnessy, K.C.,
Hon. J. Marcelin Wilson, Senator.

In conclusion your Directors again acknowledge with sincere appreciation the continued loyalty and efficiency of the officers and employees.

For the Directors,

President.

Montreal, March 8, 1937.

CANADIAN PACIFIC

General Balance

ASSETS

Property Investment:		
Railway, Rolling Stock, Inland Steamships, Hotel, Communication and Miscellaneous Properties	$ 774,271,263.86	
Improvements on Leased Railway Property	96,098,217.26	
Ocean and Coastal Steamships	104,614,834.58	
Stocks, Bonds and Other Securities of Leased, Controlled and Jointly Controlled Railway Companies and Wholly Owned Companies—Cost	198,279,296.26	
		$ 1,173,263,611.96
Other Investments:		
Miscellaneous Investments—Cost	$ 26,981,389.12	
Advances to Controlled and Other Companies—Net	23,023,626.50	
Mortgages Collectible and Loans & Advances to Settlers	2,894,093.21	
Insurance Fund Investments	8,248,294.47	
Deferred Payments on Lands and Townsites	38,688,677.83	
Unsold Lands and Other Properties	32,067,441.92	
		131,903,523.05
Current Assets:		
Material and Supplies	$ 16,941,308.54	
Agents' and Conductors' Balances	5,721,427.15	
Net Traffic Balances	1,034,366.66	
Miscellaneous Accounts Receivable	5,287,214.42	
Cash	23,608,315.40	
		52,592,632.17
Unadjusted Debits:		
Insurance Prepaid	$ 157,592.99	
Unamortized Discount on Bonds	3,271,477.51	
Other Unadjusted Debits	1,507,746.69	
		4,936,817.19
		$ 1,362,696,584.37

RAILWAY COMPANY

Sheet, December 31, 1936

LIABILITIES

Capital Stock:		
Ordinary Stock	$ 335,000,000.00	
Preference Stock—4% Non-cumulative	137,256,921.12	
		$ 472,256,921.12
Perpetual 4% Consolidated Debenture Stock	$ 480,261,548.74	
Less: Pledged as collateral to bonds	188,850,000.00	
		291,411,548.74
Bonds and Equipment Obligations	$ 195,520,500.00	
Less: Securities deposited with Trustee of 5% Equipment Trust	9,290,145.33	
		186,230,354.67
Twenty Year 4½% Sinking Fund Secured Note Certificates (1944)	$ 30,000,000.00	
Less: Purchased by Trustee and cancelled	9,785,100.00	
		20,214,900.00
Current Liabilities:		
Audited Vouchers	$ 5,382,846.60	
Pay Rolls	2,697,066.83	
Miscellaneous Accounts Payable	2,256,124.90	
Accrued Fixed Charges	1,801,981.10	
		12,138,019.43
Deferred Liabilities:		
Dominion Government Unemployment Relief	$ 4,271,922.71	
Miscellaneous	253,290.60	
		4,525,213.31
Reserves and Unadjusted Credits:		
Rolling Stock Reserve	$ 8,166,555.08	
Hotel Depreciation Reserve	2,939,433.96	
Steamship Depreciation Reserve	39,973,240.19	
Insurance Reserve	8,248,294.47	
Contingent Reserves	7,863,904.38	
Investment Reserve	19,659,645.32	
Unadjusted Credits	5,211,360.63	
		92,062,434.03
Premium Received on Capital and Debenture Stock (Less discount on bonds and notes written off at date of issue)		66,760,351.09
Land Surplus		78,564,138.59
Profit and Loss Balance		138,532,703.39
		$ 1,362,696,584.37

E. A. LESLIE,
Comptroller.

Auditors' Certificate:

We have examined the Books and Records of the Canadian Pacific Railway Company for the year ending December 31, 1936, and having compared the above Balance Sheet therewith, we certify that in our opinion it is properly drawn up so as to show the true financial position of the Company at that date, and that the Income and Profit & Loss Accounts correctly set forth the result of the year's operations.

PRICE, WATERHOUSE & CO.,
Chartered Accountants.

Montreal, March 5, 1937.

GROSS EARNINGS FOR THE YEAR ENDED DECEMBER 31, 1936

Freight	$106,045,022.47
Passenger	15,665,347.05
Mail	3,584,823.31
Express	3,039,300.24
Sleeping, Parlor and Dining Car and Miscellaneous	10,228,269.69
Total	$138,562,762.76

WORKING EXPENSES FOR THE YEAR ENDED DECEMBER 31, 1936

Maintenance of Way and Structures	$ 21,469,247.54
Maintenance of Equipment	25,612,193.59
Traffic	7,154,600.73
Transportation	49,846,814.16
Miscellaneous Operations	1,928,172.72
General	5,247,143.51
Transportation for Investment—Cr	*232,180.49*
Railway Tax Accruals	4,225,660.07
Total	$115,251,651.83

OTHER INCOME FOR THE YEAR ENDED DECEMBER 31, 1936

Dividends	$ 3,901,186.97
Net income from interest, exchange, separately operated properties and miscellaneous	1,287,598.44
Net earnings from ocean and coastal steamships before depreciation.	3,553,087.60
Net earnings from hotel, communication and miscellaneous properties	1,456,649.22
Total	$ 10,198,522.23

FIXED CHARGES FOR THE YEAR ENDED DECEMBER 31, 1936

Rent for Leased Roads:		
Alberta Railway & Irrigation Company	$ 1,643.42	
Algoma Eastern Railway	111,325.00	
Atlantic & North-West Railway	322,563.50	
Calgary & Edmonton Railway	218,357.60	
Connecticut & Passumpsic Rivers Railroad	246,000.00	
Dominion Atlantic Railway	168,500.00	
Fredericton & Grand Lake Coal & Railway	52,482.05	
Glengarry & Stormont Railway	41,250.00	
Guelph Junction Railway	26,240.57	
Joliette & Brandon Railway	5,000.00	
Lacombe & North Western Railway	13,685.00	
Lindsay, Bobcaygeon & Pontypool Railway	20,000.00	
Montreal & Atlantic Railway	33,120.00	
New Brunswick Railway System	390,186.74	
Ontario & Quebec Railway	1,234,794.90	
Quebec Central Railway	634,754.42	
St. Lawrence & Ottawa Railway	38,933.34	
St. Stephen & Milltown Railway	2,050.00	
Southampton Railway	735.06	
Tobique Railway	5,378.80	
Toronto, Hamilton & Buffalo Railway	8,717.41	
		$ 3,575,717.81
Interest on Funded Debt:		
Equipment Obligations	$ 1,618,654.12	
Algoma Branch 5% 1st Mortgage Bonds	182,500.00	
Perpetual 4% Consolidated Debenture Stock	11,656,461.96	
20 Year 4½% Collateral Trust Gold Bonds	900,000.00	
25 Year 5% Collateral Trust Gold Bonds	1,500,000.00	
30 Year 4½% Collateral Trust Gold Bonds	1,125,000.00	
Convertible 10 Year 6% Collateral Trust Bonds	750,000.00	
Convertible 15 Year 4% Collateral Trust Bonds	480,000.00	
Serial 3% Collateral Trust Bonds	123,852.74	
Convertible 15 Year 3½% Collateral Trust Bonds	288,989.82	
3 Year 2½% Collateral Trust Bonds	105,165.48	
5 Year 2½% Collateral Trust Bonds	242,733.87	
Convertible 9½ Year 3% Collateral Trust Bonds	300,513.75	
Five Year Notes	633,523.91	
		19,907,395.65
Interest on Unfunded Debt		98,169.39
Amortization of Discount on Funded Debt		332,015.39
		$ 23,913,298.24

CHANGES IN PROPERTY INVESTMENT
YEAR ENDED DECEMBER 31, 1936

Railway, Rolling Stock, Inland Steamships, Hotel, Communication and Miscellaneous Properties:				
Balance at December 31, 1935			$767,737,162.19	
Additions and Betterments (less retirements):				
Railway		$ 2,415,273.86		
Rolling Stock		2,244,333.05		
Inland Steamships	Cr.	*103,496.45*		
Hotel, Communication and Miscellaneous Properties	Cr.	*341,348.71*		
			4,214,761.75	
Transfer of net earnings, previously credited Hotel Investment, to Hotel Depreciation Reserve			2,319,339.92	
Total December 31, 1936, as per Balance Sheet				$ 774,271,263.86
Improvements on Leased Railway Property:				
Balance at December 31, 1935			$ 97,337,171.45	
Additions and Betterments (less retirements):				
Railway	Cr.	$ *859,962.48*		
Rolling Stock	Cr.	*378,991.71*		
		Cr.	*1,238,954.19*	
Total December 31, 1936, as per Balance Sheet				96,098,217.26
Ocean and Coastal Steamships:				
Balance at December 31, 1935			$104,849,337.98	
Additions and Betterments (less retirements):				
Ocean		$ 23,115.87		
Coastal	Cr.	*257,619.27*		
		Cr.	*234,503.40*	
Total December 31, 1936, as per Balance Sheet				104,614,834.58
Stocks, Bonds and Other Securities of Leased, Controlled and Jointly Controlled Railway Companies and Wholly Owned Companies:				
Balance at December 31, 1935			$199,956,164.25	
Acquired:				
Atlantic & North-West Railway Company— £26,000 1st Mortgage Bonds		$ 126,533.34		
Alberta Railway & Irrigation Company— 10 Shares Capital Stock		1,000.00		
Kingston & Pembroke Railway Company— 800 Shares Common Stock		298.67		
Manitoba South Western Colonization Railway Company— $3,000 1st Mortgage Bonds		3,000.00		
New Brunswick Southern Railway Company— $500,000 Mortgage Bonds		500,000.00		
Northern Alberta Railways Company— $250,000 1st Mortgage Bonds		250,000.00		
Toronto Terminals Railway Company— Balance of subscription Capital Stock		225,000.00		
		$ 1,105,832.01		
Less:				
Alberta Railway & Irrigation Company— $2,396,000 Mortgage Bonds redeemed	$2,396,000.00			
Algoma Eastern Terminals, Limited— 1000 Shares Capital Stock surrendered	700.00			
Atlantic & North-West Railway Company— £30,000 1st Mortgage Bonds redeemed	146,000.00			
Minneapolis, St. Paul & Sault Ste. Marie Railway Company— $240,000 Equipment Trust Notes Series "J" redeemed	240,000.00			
		2,782,700.00		
		Cr.	*1,676,867.99*	
Total December 31, 1936, as per Balance Sheet				198,279,296.26
Property Investment December 31, 1936, as per Balance Sheet				$1,173,263,611.96

STOCKS, BONDS AND OTHER SECURITIES OF LEASED, CONTROLLED AND JOINTLY CONTROLLED RAILWAY COMPANIES AND WHOLLY OWNED COMPANIES AT DECEMBER 31, 1936

Leased Railway Companies		Par Value or Principal Amount
Alberta Central Railway Company		
† Mortgage Bonds	4%	$ 2,240,000.00
† Capital Stock		50,000.00
Alberta Railway & Irrigation Company		
† Mortgage Bonds	4%	1,676,000.00
Capital Stock		3,223,400.00
Algoma Eastern Railway Company		
† Preferred Stock		1,000,000.00
† Common Stock		2,000,000.00
Aroostook River Railroad Company		
† Capital Stock		793,550.00
Atlantic & North-West Railway Company		
† 1st Mortgage Bonds, Eganville Branch	4%	302,400.00
† Guaranteed Capital Stock	5%	3,240,000.00
† Common Stock		178,000.00
British Columbia Southern Railway Company		
† 1st Mortgage Bonds	5%	1,175,000.00
† Capital Stock		172,200.00
Calgary & Edmonton Railway Company		
† Mortgage Bonds	4%	7,440,000.00
† Capital Stock		1,000,000.00
Campbellford, Lake Ontario & Western Railway Co.		
† Mortgage Bonds	4%	11,895,000.00
† Capital Stock		125,000.00
Columbia & Kootenay Railway & Navigation Company		
† 1st Mortgage Bonds	4%	1,277,500.00
† Capital Stock		250,000.00
Columbia & Western Railway Company		
† 1st Mortgage Bonds	5%	5,691,000.00
† Capital Stock		925,000.00
Dominion Atlantic Railway Company		
2nd Debenture Stock	4%	924,666.67
† Extension Debenture Stock	4%	1,423,500.00
† Mortgage Bonds	4%	1,700,000.00
Preference Stock	5%	1,313,122.00
Ordinary Stock		1,101,848.93
Esquimalt & Nanaimo Railway Company		
† Mortgage Bonds	4%	7,832,000.00
† Capital Stock		2,500,000.00
Fredericton & Grand Lake Coal & Railway Company		
† 1st Mortgage Bonds	4%	465,000.00
† Capital Stock		140,000.00
Georgian Bay & Seaboard Railway Company		
† Mortgage Bonds	4%	4,840,000.00
† Capital Stock		250,000.00
Grand River Railway Company		
† Mortgage Bonds	4%	426,000.00
† Capital Stock		125,000.00
Great North West Central Railway Company		
† 1st Mortgage Bonds	5%	1,375,000.00
† Capital Stock		500,000.00
Guelph & Goderich Railway Company		
† Mortgage Bonds	4%	2,415,000.00
† Capital Stock		125,000.00
Interprovincial & James Bay Railway Company		
† Mortgage Bonds	5%	3,850,000.00
† Capital Stock		34,000.00
Joliette & Brandon Railway Company		
† Capital Stock		300,000.00
Kaslo & Slocan Railway Company		
† Mortgage Bonds	5%	531,000.00
† Capital Stock		1,000,000.00
Carried forward		$ 77,825,187.60

Leased Railway Companies—*Continued*		Par Value or Principal Amount
Brought forward		$ 77,825,187.60
Kettle Valley Railway Company		
† Mortgage Bonds	4%	15,210,000.00
† 2nd Mortgage Bonds	4%	1,507,000.00
† Capital Stock		375,000.00
Kingston & Pembroke Railway Company		
† Mortgage Bonds	4%	1,075,000.00
1st Preferred Stock		995,450.00
2nd Preferred Stock		134,900.00
Common Stock		2,038,400.00
Kootenay & Arrowhead Railway Company		
† 1st Mortgage Bonds	5%	780,000.00
† Capital Stock		250,000.00
Kootenay Central Railway Company		
† Mortgage Bonds	4%	5,340,000.00
† Capital Stock		250,000.00
Lacombe & North Western Railway Company		
† Mortgage Bonds	4%	3,300,000.00
† Capital Stock		500,000.00
Lake Erie & Northern Railway Company		
† Consolidated Mortgage Bonds	4%	2,317,500.00
Capital Stock		1,396,225.00
Lindsay, Bobcaygeon & Pontypool Railway Company		
† Capital Stock		200,000.00
Manitoba & North Western Railway Company		
† 1st Mortgage Bonds	5%	160,600.00
† 1st Mortgage Bonds	6%	2,628,000.00
† Mortgage Bonds	5%	12,196,000.00
† Debenture Stock	5%	613,200.00
† Preference Stock		415,000.00
Capital Stock		5,613,113.63
Manitoba South Western Colonization Railway Co.		
1st Mortgage Bonds	5%	2,611,000.00
† Capital Stock		700,000.00
Midland-Simcoe Railway Company		
† Capital Stock		250,000.00
Montreal & Atlantic Railway Company		
† Mortgage Bonds	5%	2,165,000.00
Capital Stock		2,480,000.00
Montreal & Ottawa Railway Company		
† 1st Mortgage Bonds	5%	1,636,250.00
Capital Stock		197,000.00
Nakusp & Slocan Railway Company		
† Mortgage Bonds	5%	1,211,750.00
† Capital Stock		300,000.00
New Brunswick Southern Railway Company		
† Mortgage Bonds	4%	500,000.00
† Capital Stock		49,000.00
Nicola, Kamloops & Similkameen Coal & Railway Co.		
† Mortgage Bonds	4%	1,175,000.00
† Capital Stock		250,000.00
Northern Colonization Railway Company		
† Mortgage Bonds	4%	1,118,000.00
† Capital Stock		300,000.00
Ontario & Quebec Railway Company		
Common Stock		5,000.00
Orford Mountain Railway Company		
† Mortgage Bonds	4%	702,000.00
† Capital Stock		501,000.00
Ottawa, Northern & Western Railway Company		
† Mortgage Bonds	4%	3,075,000.00
† Capital Stock		804,000.00
St. Lawrence & Ottawa Railway Company		
Preference Stock		466,000.00
St. Mary's & Western Ontario Railway Company		
† Mortgage Bonds	4%	356,500.00
† Capital Stock		250,000.00
Carried forward		$ 156,223,076.23

Leased Railway Companies—*Continued*		Par Value or Principal Amount
Brought forward		$ 156,223,076.23
St. Maurice Valley Railway Company		
† Mortgage Bonds	4%	945,000.00
† Capital Stock		500,000.00
Saskatchewan & Western Railway Company		
† 1st Mortgage Bonds	5%	181,040.00
† Capital Stock		232,500.00
Shuswap & Okanagan Railway Company		
† Mortgage Bonds	4%	1,250,000.00
† Capital Stock		741,000.00
South Ontario Pacific Railway Company		
† Mortgage Bonds	4%	495,000.00
† Capital Stock		200,000.00
Tilsonburg, Lake Erie & Pacific Railway Company		
† Mortgage Bonds	4%	1,067,500.00
† Capital Stock		400,000.00
Toronto, Grey & Bruce Railway Company		
Capital Stock		596,000.00
Vancouver & Lulu Island Railway Company		
† 1st Mortgage Bonds	5%	455,000.00
† Capital Stock		25,000.00
Walkerton & Lucknow Railway Company		
† Mortgage Bonds	4%	740,000.00
† Capital Stock		19,000.00
West Ontario Pacific Railway Company		
† Capital Stock		21,000.00
Cost..... $ 135,061,388.93	Total	$ 164,091,116.23

Controlled Railway Companies		
Aroostook Valley Railroad Company		
Capital Stock		$ 240,000.00
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.		
1st Consolidated Mortgage Bonds	4%	3,993,000.00
Preferred Stock		7,000,000.00
Common Stock		12,723,500.00
Spokane International Railway Company		
1st Mortgage Bonds	5%	30,000.00
Capital Stock		3,941,800.00
Coeur d'Alene & Pend d'Oreille Railway Company		
1st Mortgage Bonds	5%	47,000.00
The Duluth, South Shore & Atlantic Railway Co.		
† 1st Consolidated Mortgage Bonds	4%	15,107,000.00
† Income Certificates		3,000,000.00
Preferred Stock		5,100,000.00
Common Stock		6,100,000.00
Mineral Range Railroad Company		
† General Mortgage Bonds	4%	1,000,000.00
† Consolidated Mortgage Bonds	4%	177,800.00
Consolidated Mortgage Bonds	5%	234,500.00
† Hancock & Calumet Railroad Company Consolidated Mortgage Bonds	5%	180,375.00
Cost..... $ 32,920,273.04	Total	$ 58,874,975.00

Jointly Controlled Railway Companies		
Northern Alberta Railways Company		
1st Mortgage Bonds	5%	$ 7,235,000.00
Capital Stock		312,500.00
Toronto, Hamilton & Buffalo Railway Company		
Capital Stock		1,469,500.00
Toronto Terminals Railway Company		
1st Mortgage Bonds	5%	11,862,400.00
Capital Stock		250,000.00
Cost..... $ 20,171,926.00	Total	$ 21,129,400.00

†Denotes complete ownership.

Wholly Owned Companies			Par Value or Principal Amount
Canadian Pacific Express Company			
Capital Stock			$ 3,000,000.00
Canadian Pacific Railway Agency (Belgium) S.A.			
Capital Stock		Cost	8,000.00
Canadian Pacific Railway (France) S.A.			
Capital Stock		Cost	9,693.66
Canadian Pacific Railway (Germany) G.m.b.H.			
Capital Stock		Cost	135.96
Canadian Pacific Railway (Italy) S.A.I.			
Capital Stock		Cost	12,882.17
Canadian Pacific Steamships, Limited			
Capital Stock			34,407.34
Canadian Pacific Transport Company, Limited			
Capital Stock			50,000.00
Chateau Frontenac Company			
Common Stock			280,000.00
Eastern Abattoirs, Limited			
Capital Stock			5,700.00
Ladysmith Water Company, Limited			
Capital Stock			50,000.00
Mersey Towing Company, Limited			
Common Stock			165,904.67
Midland Railroad Company			
Capital Stock			10,000.00
Quebec Central Transportation Company			
Capital Stock			35,000.00
St. John Bridge & Railway Extension Company			
1st Mortgage Bonds	5%		125,000.00
Capital Stock			200,000.00
Seigniory Club Community Association, Limited			
Income Bonds	5%		5,000,000.00
Capital Stock—No Par Value—10,000 Shares.		Cost	500,000.00
The Alberta Stock Yards Company, Limited			
Preferred Stock			450,000.00
Common Stock			86,000.00
The New Brunswick Cold Storage Company, Limited			
Cumulative Preference Stock			25,000.00
Capital Stock			50,000.00
The Scottish Trust Company			
Capital Stock			250,000.00
Cost.... $10,125,708.29	Total		$ 10,347,723.80

Summary

	Cost	Par Value or Principal Amount
Leased Railway Companies	$ 135,061,388.93	$ 164,091,116.23
Controlled Railway Companies	32,920,273.04	58,874,975.00
Jointly Controlled Railway Companies	20,171,926.00	21,129,400.00
Wholly Owned Companies	10,125,708.29	10,347,723.80
	$ 198,279,296.26	$ 254,443,215.03

MISCELLANEOUS INVESTMENTS AT DECEMBER 31, 1936

		Par Value or Principal Amount
Cambridge Collieries Company		
1st Mortgage Bonds		$ 280,000.00
Preferred Stock		899,300.00
Common Stock—No Par Value	Cost	10,000.00
Canadian Australasian Line, Limited		
Capital Stock		2,433,333.00
Canadian Pacific Car & Passenger Transfer Company, Limited		
Common Stock		200,000.00
Lethbridge Collieries, Limited		
Capital Stock		880,000.00
Lord Nelson Hotel Company, Limited		
Cumulative Preference Stock		350,000.00
Common Stock—No Par Value	Cost	4,500.00
Midland Simcoe Elevator Company, Limited		
Capital Stock		392,000.00
New Jersey Bridge Construction Company		
Capital Stock		5,000.00
The Consolidated Mining & Smelting Company of Canada, Limited		
Capital Stock		8,412,500.00
The Pennsylvania-Ontario Transportation Company		
Capital Stock		187,500.00
The Public Markets, Limited		
Capital Stock		575,000.00
The Quebec Salvage & Wrecking Company, Limited		
Capital Stock		180,000.00
Other Investments	Cost	4,044,191.75
Cost..... $26,981,389.12	Total	$ 18,853,324.75

We have examined all the Securities, including those listed above, held for account of the Canadian Pacific Railway Company, by the Treasurer, and have received certificates from the Custodians, for those deposited with the Banks and Trust Companies for safe custody, and having compared them with the records of the Company, find them correct and in order.

PRICE, WATERHOUSE & CO.,
Chartered Accountants.

Montreal, March 5, 1937.

BONDS AND EQUIPMENT OBLIGATIONS AT DECEMBER 31, 1936

	Rate	Date of Issue	Date of Maturity	Currency in which Payable	Principal Outstanding
Equipment Obligations:					
Equipment Trust Series "B"	4½%	June 1, 1926	Serially to May 31, 1938	United States	$ 1,500,000.00
*Equipment Trust	5%	July 1, 1929	July 1, 1944	Canadian or United States	23,680,000.00
Equipment Trust Series "C"	4½%	Dec. 1, 1930	Serially to Nov. 30, 1945	United States	8,550,000.00
Equipment Agreement Dominion Government (uncompleted)				Canadian	5,640,500.00
Mortgage Bonds:					
Algoma Branch 1st Mortgage Bonds	5%	Jan. 1, 1888	July 1, 1937	Sterling	3,650,000.00
****Collateral Trust Bonds:**					
Twenty Year Gold Bonds	4½%	Sept. 1, 1926	Sept. 1, 1946	Canadian or United States	20,000,000.00
Twenty-five Year Gold Bonds	5%	Dec. 1, 1929	Dec. 1, 1954	Canadian or United States	30,000,000.00
Thirty Year Gold Bonds	4½%	July 1, 1930	July 1, 1960	Canadian or United States	25,000,000.00
Convertible Ten Year Bonds	6%	Mar. 15, 1932	Mar. 15, 1942	Canadian	12,500,000.00
Convertible Fifteen Year Bonds	4%	July 2, 1934	July 2, 1949	Canadian	12,000,000.00
Serial Bonds	3%	Feb. 15, 1936	Serially to Feb. 15, 1941	Canadian	5,000,000.00
Convertible Fifteen Year Bonds	3½%	Feb. 15, 1936	Feb. 15, 1951	Canadian	10,000,000.00
Three Year Bonds	2½%	Apr. 1, 1936	Apr. 1, 1939	Canadian	8,000,000.00
Five Year Bonds	2½%	Apr. 1, 1936	Apr. 1, 1941	Canadian	15,000,000.00
Convertible Nine and One-half Year Bonds	3%	Apr. 1, 1936	Oct. 1, 1945	Canadian	15,000,000.00
					$195,520,500.00

*Securities deposited with Trustee of 5% Equipment Trust $9,290,145.33.

**Secured by deposit of Perpetual 4% Consolidated Debenture Stock aggregating in principal amount, $188,850,000.00.

OBLIGATIONS IN RESPECT OF PRINCIPAL OF SECURITIES OF COMPANIES OWNING RAILWAY LINES OPERATED UNDER LEASE AT DECEMBER 31, 1936

Description	Rate	Principal Outstanding	Nature of Obligation
Algoma Eastern Railway Company			
First Mortgage Bonds, maturing March 1, 1961.....	5%	$ 2,226,500.00	Indemnity to the Lake Superior Corporation against liability under its guarantee of principal.
Calgary & Edmonton Railway Company			
Consolidated Debenture Stock, terminable January 1, 2002.....	4%	5,458,940.00	Guarantee and assumption of payment of principal upon expiry of lease (January 1, 2002) or in alternative, renewal of lease.
Joliette & Brandon Railway Company			
First Mortgage Bonds, maturing January 1, 2000.....	4%	125,000.00	Covenant in lease to pay principal upon expiry of term (January 1, 2000).
Lacombe & North Western Railway Company			
First Mortgage Debenture Bonds, maturing October 22, 1943.....	5%	273,700.00	Assumption of liability of Province of Alberta under its guarantee of principal.
Quebec Central Railway Company			
Second Mortgage Debenture Stock, maturing January 1, 1963.....	3½%	1,644,933.33	Guarantee of principal in favour of Trustees.
Third Mortgage Bonds, maturing January 1, 1963.....	5%	1,644,933.33	Guarantee of principal in favour of Trustees.

The amounts of the above obligations are stated in Canadian currency, those payable in currencies other than Canadian having been converted at par of exchange.

The interest on these obligations is included as part of Rent for Leased Roads in Fixed Charges.

CONTINGENT LIABILITIES AT DECEMBER 31, 1936

Obligations in Respect of Securities of Controlled Companies not Operated or Wholly Owned

Description	Rate	Principal Outstanding	Nature of Obligation
Aroostook Valley Railroad Company			
First and Refunding Mortgage Bonds, maturing July 1, 1961....	4½%	$ 455,832.00*	Guarantee of interest.
First and Refunding Mortgage Bonds, Series "A", maturing August 1, 1957.....	5½%	280,500.00	Guarantee of interest.
*Includes $166,067.00 held in Sinking Fund.			
Lord Nelson Hotel Company, Limited			
First Mortgage Sinking Fund Bonds, maturing November 1, 1947.....	4%	600,000.00	Guarantee of interest.
Minneapolis, St. Paul & Sault Ste. Marie Railway Company			
First Consolidated Mortgage Bonds, maturing July 1, 1938....	4%	56,863,000.00	Guarantee of interest.
First Consolidated Mortgage Bonds, maturing July 1, 1938....	5%	8,136,000.00	Guarantee of interest.
Second Mortgage Bonds, maturing January 1, 1949.....	4%	3,500,000.00	Guarantee of interest.
First Refunding Mortgage Bonds, Series "B", maturing July 1, 1978.....	5½%	24,606,000.00*	Guarantee of interest.
*Includes $12,500,000.00 pledged as collateral for notes.			

Other Contingent Liabilities

In addition to the foregoing, there are certain other contingent liabilities which may be briefly described as follows:—

Midland Simcoe Elevator Company, Limited.—Joint and several guarantee with Mr. James Playfair of principal and interest of 5% construction loan amounting to $550,000.00.

Northern Alberta Railways Company.—Agreement binding the Company jointly and equally with Canadian National Railway Company to pay final instalment of purchase price of $5,580,000.00 on June 1, 1939, and to indemnify the Government of Alberta against liability under its guarantee of principal of $7,000,000.00 First Mortgage 4% Debenture Stock maturing February 16, 1942, and $2,420,000.00 First Mortgage 4½% Bonds maturing October 22, 1944, of the Edmonton, Dunvegan and British Columbia Railway Company. These obligations have been assumed by the Northern Alberta Railways Company, which is controlled jointly with the Canadian National Railway Company. The contingent liability of the Canadian Pacific Railway Company in respect of the principal of these obligations is $7,500,000.00. The interest on these obligations has also been assumed by the Northern Alberta Railways Company and forms part of its Fixed Charges. One-half of the income deficit of that company is taken up currently in "Other Income."

South Shore Dock Company.—Guarantee of payment to Trustees of a rental sufficient to pay interest on and retire principal of $719,000.00* First Mortgage 5% Bonds, maturing serially to 1945.
*Includes $35,000.00 held by Trustees.

Toronto, Hamilton and Buffalo Railway Company.—Joint and several agreement with Michigan Central Railroad Company, New York Central Railroad Company and Canada Southern Railway Company to make up to Toronto, Hamilton and Buffalo Railway Company any interest which it is unable to provide on $2,000,000.00* Consolidated Mortgage 4½% Bonds, Series "A", maturing August 1, 1966.
*Includes $128,000.00 held in the Treasury of the issuing company.

The amounts of the above contingent liabilities are stated in Canadian currency, those in currencies other than Canadian having been converted at par of exchange.

LAND SURPLUS ACCOUNT

Land Surplus December 31, 1935		$ 83,949,363.54
Sales and miscellaneous receipts	$ 2,323,862.80	
Interest on deferred payments	392,623.55	
		2,716,486.35
		$ 86,665,849.89
DEDUCT:		
Land and irrigation expenses	$ 798,763.08	
Taxes	818,525.27	
Immigration and colonization expenses	223,272.58	
Interest on note certificates	923,251.50	
Land contracts cancelled	2,051,051.33	
Net adjustment of land inventory	1,724,179.70	
Miscellaneous adjustments	1,562,667.84	
		8,101,711.30
Land Surplus December 31, 1936, as per Balance Sheet		$ 78,564,138.59

MILEAGE AT DECEMBER 31, 1936

	Miles Operated	
CANADIAN PACIFIC RAILWAY—		
New Brunswick District	840.2	
Quebec "	1,676.1	
Ontario "	1,473.4	
Algoma "	1,223.6	
Manitoba "	2,530.8	
Saskatchewan "	3,624.3	
Alberta "	3,163.8	
British Columbia "	2,030.0	
Dominion Atlantic Lines	304.0	
Quebec Central Lines	356.6	
Total		17,222.8
CANADIAN PACIFIC ELECTRIC LINES—		
Grand River Railway	18.6	
Lake Erie & Northern Railway	51.0	
		69.6
CONTROLLED RAILWAY COMPANIES—		
Aroostook Valley Railroad Company	32.1	
Mineral Range Railroad Company	43.8	
Minneapolis, St. Paul & Sault Ste. Marie Railway Company	3,232.7	
The Duluth, South Shore & Atlantic Railway Company	549.4	
		3,858.0
		21,150.4

ROLLING STOCK

(Including equipment of leased subsidiaries)

Locomotives	1,995
First and second class Passenger, Tourist Sleeping, Baggage, Mail and Express Cars*	2,269
First class Sleeping, Parlor and Dining Cars	846
Freight Cars (all kinds)	79,328
Conductors' Vans	1,283
Boarding, Tool and Auxiliary Cars and other Work Equipment	6,193

*Includes 22 Cars in Toronto, Hamilton and Buffalo Line Service in which the Company owns 36.04% interest.

INLAND STEAMSHIPS

Alberta	Granthall	Moyie
Assiniboia	Keewatin	Naramata
Athabasca	Kelowna	Okanagan
Bonnington	Manitoba	Rosebery
Columbia	Minto	Sicamous

Gross Tonnage.....22,826

HOTELS AT DECEMBER 31, 1936

The Pines	Digby, N.S.	Royal Alexandra	Winnipeg, Man.
Cornwallis Inn	Kentville, N.S.	Saskatchewan	Regina, Sask.
Lakeside Inn	Yarmouth, N.S.	Palliser	Calgary, Alta.
Algonquin	St. Andrews, N.B.	Banff Springs	Banff, Alta.
McAdam	McAdam, N.B.	Chateau Lake Louise	Lake Louise, Alta.
Chateau Frontenac	Quebec, Que.	Emerald Lake	Emerald Lake, B.C.
Royal York	Toronto, Ont.	Vancouver	Vancouver, B.C.
Empress	Victoria, B.C.		

OCEAN STEAMSHIPS

Beaverbrae	Empress of Asia
Beaverburn	Empress of Australia
Beaverdale	Empress of Britain
Beaverford	Empress of Canada
Beaverhill	Empress of Japan
Duchess of Atholl	Empress of Russia
Duchess of Bedford	Montcalm
Duchess of Richmond	Montclare
Duchess of York	Montrose

Gross Tonnage..... 324,738

COASTAL STEAMSHIPS

Kyuquot	Princess Louise
Motor Princess	Princess Maquinna
Nanoose	Princess Marguerite
Nootka	Princess Mary
Princess Adelaide	Princess Norah
Princess Alice	Princess Victoria
Princess Charlotte	Qualicum
Princess Elaine	Transfer No. 3
Princess Elizabeth	" 4
Princess Helene	" 7
Princess Joan	" 8
Princess Kathleen	

Gross Tonnage..... 60,276

TRANSPORTATION AND TRAFFIC STATISTICS

	Year 1936	Year 1935	Increase or *Decrease* Amount or Number	Increase or *Decrease* Per Cent.
Average miles of road operated	17,240.9	17,221.6	19.3	.11
TRAIN MILEAGE				
Freight	20,417,331	18,848,973	1,568,358	8.32
Passenger	15,602,196	15,520,712	81,484	.53
Motor	587,370	582,834	4,536	.78
Total Transportation Service	36,606,897	34,952,519	1,654,378	4.73
LOCOMOTIVE MILEAGE				
Freight	22,523,187	20,681,949	1,841,238	8.90
Passenger	16,155,673	15,975,849	179,824	1.13
Switching	8,532,373	8,013,894	518,479	6.47
Total Transportation Service	47,211,233	44,671,692	2,539,541	5.68
CAR MILEAGE				
FREIGHT				
Loaded	478,377,179	446,775,972	31,601,207	7.07
Empty	226,741,842	211,109,737	15,632,105	7.40
Caboose	21,243,994	19,570,980	1,673,014	8.55
Total	726,363,015	677,456,689	48,906,326	7.22
PASSENGER				
Coaches	37,516,819	36,500,892	1,015,927	2.78
Sleeping, Parlor and Observation	37,074,665	34,196,418	2,878,247	8.42
Dining	5,431,535	4,835,766	595,769	12.32
Other	38,788,386	38,536,770	251,616	.65
Total	118,811,405	114,069,846	4,741,559	4.16
Total Transportation Service	845,174,420	791,526,535	53,647,885	6.78
FREIGHT TRAFFIC—RAIL				
Freight revenue	$105,439,232	$97,794,293	$7,644,939	7.82
Tons—Revenue freight	27,985,478	26,094,183	1,891,295	7.25
Tons—Non-revenue freight	4,884,607	4,391,404	493,203	11.23
Tons—All freight	32,870,085	30,485,587	2,384,498	7.82
Ton miles—Revenue freight	11,424,147,055	10,521,575,813	902,571,242	8.58
Ton miles—Non-revenue freight	1,359,854,070	1,288,173,592	71,680,478	5.56
Ton miles—All freight	12,784,001,125	11,809,749,405	974,251,720	8.25
AVERAGES PER MILE OF ROAD				
Freight revenue	$6,116	$5,679	$437	7.70
Train miles	1,184	1,094	90	8.23
Total freight train car miles	42,130	39,338	2,792	7.10
Ton miles—Revenue freight	662,619	610,952	51,667	8.46
Ton miles—All freight	741,493	685,752	55,741	8.13
AVERAGES PER TRAIN MILE				
Freight revenue	$5.16	$5.19	*$0.03*	*.58*
Loaded freight car miles	23.43	23.70	*.27*	*1.14*
Empty freight car miles	11.11	11.20	*.09*	*.80*
Total freight train car miles	35.58	35.94	*.36*	*1.00*
Ton miles—Revenue freight	559.53	558.20	1.33	.24
Ton miles—All freight	626.13	626.55	*.42*	*.07*
AVERAGES PER LOADED CAR MILE				
Freight revenue (cents)	22.04	21.89	.15	.69
Ton miles—All freight	26.72	26.43	.29	1.10
MISCELLANEOUS AVERAGES				
Revenue per ton of freight	$3.77	$3.75	$0.02	.53
Revenue per ton mile of freight (cents)	0.923	0.929	*0.006*	*.65*
Miles hauled—Revenue freight	408.22	403.22	5.00	1.24
Miles hauled—Non-revenue freight	278.40	293.34	*14.94*	*5.09*
Miles hauled—All freight	388.93	387.39	1.54	.40

TRANSPORTATION AND TRAFFIC STATISTICS—*Continued*

	Year 1936	Year 1935	Increase or *Decrease* Amount or Number	Increase or *Decrease* Per Cent.
CLASSIFICATION OF REVENUE TONNAGE CARRIED				
Products of Agriculture	7,893,199	7,542,133	351,066	4.65
Animals and Products	785,383	651,590	133,793	20.53
Products of Mines	9,733,378	8,985,379	747,999	8.32
Products of Forests	3,123,979	3,147,173	*23,194*	*.74*
Manufactures and Miscellaneous	5,654,174	5,000,647	653,527	13.07
Total carload traffic	27,190,113	25,326,922	1,863,191	7.36
All less carload freight	795,365	767,261	28,104	3.66
Total Carload and L.C.L. Traffic	27,985,478	26,094,183	1,891,295	7.25
PASSENGER TRAFFIC—RAIL				
Passenger revenue	$15,539,338	$15,031,461	$507,877	3.38
Passenger service train revenue	$24,554,877	$23,964,229	$590,648	2.46
Revenue passengers carried	7,387,406	7,423,634	*36,228*	*.49*
Revenue passenger miles	759,113,574	696,486,153	62,627,421	8.99
AVERAGES PER MILE OF ROAD				
Passenger revenue	$901	$873	$28	3.21
Passenger service train revenue	$1,424	$1,392	$32	2.30
Train miles	939	935	4	.43
Total passenger train car miles	6,891	6,624	267	4.03
Revenue passenger miles	44,030	40,443	3,587	8.87
AVERAGES PER TRAIN MILE				
Passenger revenue	$0.96	$0.93	$0.03	3.23
Passenger service train revenue	$1.52	$1.49	$0.03	2.01
Total passenger train car miles	7.34	7.08	.26	3.67
Revenue passenger miles	46.89	43.25	3.64	8.42
AVERAGES PER CAR MILE—PASSENGER				
Passenger revenue (cents)	19.42	19.90	*.48*	*2.41*
Revenue passenger miles	9.49	9.22	.27	2.93
MISCELLANEOUS AVERAGES				
Revenue per passenger	$2.10	$2.02	$0.08	3.96
Revenue per passenger mile (cents)	2.05	2.16	*.11*	*5.09*
Miles carried—Revenue passengers	102.76	93.82	8.94	9.53
TOTAL TRAFFIC—RAIL				
AVERAGES PER MILE OF ROAD				
Train miles—Transportation service	2,123	2,030	93	4.58
Car miles—Transportation service	49,021	45,961	3,060	6.66
Operating revenues	$7,987	$7,446	$541	7.27
Operating expenses	$6,405	$5,957	$448	7.52
Net operating revenue	$1,582	$1,489	$93	6.25
AVERAGES PER TRAIN MILE				
Operating revenues	$3.76	$3.67	$0.09	2.45
Operating expenses	$3.02	$2.94	$0.08	2.72
Net operating revenue	$0.74	$0.73	$0.01	1.37
TOTAL TRAFFIC—RAIL AND INLAND WATER LINES				
Operating revenues	$138,461,550	$128,962,239	$9,499,311	7.37
Operating expenses	$111,025,992	$103,158,542	$7,867,450	7.63
Net operating revenue	$27,435,558	$25,803,697	$1,631,861	6.32
Tax accruals, less net of hire of equipment and joint facility rents	$4,124,447	$3,406,173	$718,274	21.09
Net earnings	$23,311,111	$22,397,524	$913,587	4.08
Per cent operating expenses to operating revenues	80.19	79.99	.20	.25
Total payroll charged operating expenses	$67,806,168	$64,413,782	$3,392,386	5.27
Per cent total payroll to operating revenues	48.97	49.95	*.98*	*1.96*
Per cent total payroll to operating expenses	61.07	62.44	*1.37*	*2.19*

INDEX OF EVIDENCE

21. C.P.R. employees in Ontario

22. Principles of Railway Rate making

23. Motor Transports

24. Suggested Additional Legislation or Regulations

ONTARIO ROYAL COMMISSION ON TRANSPORTATION

Particulars of lines in Ontario or branch lines abandoned or on which service has been discontinued in the last 15 years.

CANADIAN NATIONAL RAILWAYS

STEAM RY. LINES	MILEAGE SERVICE DISCONT'D	ABANDONMENTS
Limoges to South Indian	-	17.0
Brockville to Lyn Jct.	-	3.4
Birch to Tay	-	8.2
Deseronto to Todmorden	-	116.4
Millbrook to Omemee	-	14.6
Stouffville to Zephyr	-	16.1
Udney to Orillia	-	6.9
Milnet to Selwood	3.70	0.9
Harrisburg to Alford	-	2.8
Jarvia to Port Dover	-	8.8
Simcoe Jct. to Otterville	-	14.0
Burgessville to Woodstock	-	9.2
Hickson to Tavistock Jct.	-	6.5
Alvinston to Kingscourt	10.2	-
Cache Lake to Algonquin	0.3	-
Brant Siding to Paris Jct.	3.6	1.8
Tweed to Bannockburn	-	18.5
Port Perry to Creswell	13.0	-
Beeton to Alimel	-	1.3
Midway to Dog River Jct.	-	27.2
Mackies to North Lake	24.1	-
Total Steam Ry. Lines	54.9	273.6
ELECTRIC LINES		
Port Weller to Niagara on the Lake	-	7.3
St. Catharines to Thorold	-	3.3
Lambton to Guelph	-	45.8
Total Electric Lines		54.6
TOTAL ALL LINES	54.9	330.0

CANADIAN PACIFIC RAILWAY

Turbine - McKerrow		13.6
O'Donnell - Turbine		16.4
Bolton - Melville		19.1
Burketon - Lindsay		21.1
Lindsay - Orillia		39.5
Chelmsford - Bradley		5.95
Stobie Mine Branch, from Mile 1.6 to 3.42		1.82
Godfrey Spur		4.1
	TOTAL	121.57

TORONTO, HAMILTON & BUFFALO RAILWAY

Ridgeville Spur	2.66

QUESTION - Lines or branch lines in Ontario abandoned or on which service has been discontinued during the last fifteen years.

ANSWER:

Year		Miles
1931	Turbine - McKerrow	13.6
1932	O'Donnell - Turbine	16.4
	Bolton - Melville	19.1
	Burketon - Lindsay	21.1
	Lindsay - Orillia	39.5
1935	Chelmsford - Bradley	5.95
	Stobie Mine Branch from Mi. 1.6 to 3.42	1.82
1936	Godfrey Spur	4.1

(Steel has since been lifted in each of these sections.)

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QUESTION - Locations and extent of the systems that are now covered by railway companies' motor truck operation instead of by railways.

ANSWER:

On 4th June, 1935, trucking service was established between Oshawa and Trenton in connection with L.C.L. traffic in order to provide an over-night service to and from intermediate stations in that territory to Montreal, Toronto, Ottawa and North Bay, as well as a 24 hour faster time to other destinations.

Contract to operate this service was given to the Coleman Cartage & Storage Company of Oshawa, and by reason of the trucking service so established the daily wayfreight was cancelled and pick-up only is operated as and when necessary. A daily trip is also made to Whitby when any traffic is offering.

In addition to the above, contract was entered into on the same date with Manley Fox of Belleville to handle L.C.L. traffic between Belleville and Trenton so as to include that important point in the arrangement. There was no saving in train service on this account.

On 19th December, 1935, we established a trucking service between Galt and Guelph but this did not replace any train service but was merely an auxiliary to expedite deliveries.

QUESTION - Lines or branch lines in Ontario abandoned or on which service has been discontinued during the last fifteen years.

ANSWER:

Date			Miles
1931	Turbine	- McKerrow	13.6
1932	O'Donnell	- Turbine	16.4
	Bolton	- Melville	19.1
	Burketon	- Lindsay	21.1
	Lindsay	- Orillia	30.5
1935	Chelmsford	- Bradley	5.95
	Stobie Mine Branch from Mi. 1.6 to 3.42		1.83
1936	Godfrey Spur		4.1

(Steel has since been lifted in each of these sections.)

- - - - - - - - - - - - - - - - - -

QUESTION - Locations and extent of the systems that are now covered by railway companies' motor truck operation instead of by railways.

ANSWER:

On 4th June, 1935, trucking service was established between Oshawa and Trenton in connection with L.C.L. traffic in order to provide an over-night service to and from intermediate stations in that territory to Montreal, Toronto, Ottawa and North Bay, as well as a 24 hour faster time to other destinations.

Contract to operate this service was given to the Coleman Cartage & Storage Company of Oshawa, and by reason of the trucking service so established the daily wayfreight was cancelled and pick-up only is operated as and when necessary. A daily trip is also made to Whitby when any traffic is offering.

In addition to the above, contract was entered into on the same date with Manley Fox of Belleville to handle L.C.L. traffic between Belleville and Trenton so as to include that important point in the arrangement. There was no saving in train service on this account.

On 19th December, 1935, we established a trucking service between Galt and Guelph but this did not replace any train service but was merely an auxiliary to expedite traffic.

ROYAL COMMISSION ON TRANSPORTATION,
PROVINCE OF ONTARIO

TEMISKAMING AND NORTHERN ONTARIO RAILWAY

Statement showing particulars of Lines in Ontario or Branch Lines, abandoned or on which service has been discontinued in the last fifteen years.

Kerr Lake Branch - extending from Cobalt, Ontario, to Kerr Lake, Ontario. Mileage 4.6. Service discontinued year 1925.

South Lorrain Branch - extending from Lorrain Jct., Ontario, to Silver Centre, Ontario. Mileage 17.0. Service discontinued year 1934.

North Bay, Ont.
March 8/38.

NUMBER OF STATIONS

ON THE CANADIAN NATIONAL RAILWAYS

IN THE PROVINCE OF ONTARIO.

- - - - -

(a) In the territory Capreol, Sudbury, North Bay, Ottawa, Sarnia, Windsor and south and east thereof.	786 Stations (See Note)
(b) In the territory other than that covered by (a).	304 Stations
Total:	1,090 Stations

Note: Includes 18 stations in towns or cities where more than one station is located, i.e., 18 more stations than the number of towns and cities served.

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Furnished in response to question asked Witness J. A. Argo, Chief of Tariff Bureau, Canadian National Railways, by Mr. R. L. Kellock, K.C., at hearing before the Ontario Royal Commission on Transportation, The Honourable Mr. Justice Chevrier, Chairman. (See evidence of Third Day, December 1, 1937, Pages 363 to 365).

Montreal, Que.,
January 17, 1938.
T.

Royal Commission on Transportation

Answers to questions asked by Mr.Fairty

Question 1 I want to know what the basis is of the 3.45 passenger fare. I want to know if it is based on domestic conditions in Canada or is it an international arrangement.

Answer The basic rate of 3.45 cents per mile is a Canadian fare, approved by the Board of Railway Commissioners for Canada under General Order No.213, dated December 26th, 1917, which was issued after public hearings were held at Victoria, Vancouver, Nelson, Calgary, Edmonton, Saskatoon, Regina, Fort William, Toronto and Montreal.

It is not an international arrangement. The corresponding first class basic fare effective in the United States is 3 cents per mile.

Question 2 I want to know if the revenues of the Railways are segregated and if their expenses are segregated as between passengers, express and freight.

Answer The revenues of the Railways are segregated as between passenger, express and freight, but the expenses are not so segregated.

Question 3 I want to know if these matters are segregated - if the passenger business is self-sustaining.

Answer It is not possible to state definitely whether or not the passenger business is self-sustaining as many factors enter into the consideration of the question, but passenger service must be operated for the convenience and welfare of the citizens of Canada and for the carriage of mails, baggage and express.

Question 4 I want to know about the cent-a-mile excursions and if they have justified themselves.

Answer The general effect of the bargain coach excursions, or so-called cent-a-mile excursions, has been to create a large volume of new traffic moving in mass. The railways consider that such excursions have justified themselves and have been instrumental in augmenting their revenues.

Submitted through the Railway Association of Canada, February 14th, 1938.

INFORMATION REQUIRED BY

ONTARIO ROYAL COMMISSION ON TRANSPORTATION

QUESTION BY MR. SINGER - PAGE 458

.....that there are certain classes of freight that are taken away from certain centres by motor trucks - that would be cases that were loaded with goods shipped to be delivered and when the empties were to be returned, while the owner of the motor trucks does not refuse to take them back by motor trucks, the return rate is fixed so high that the man sending it back finds it an advantage to ship by rail because the railroads have got to carry them at a very low rate. I would like, if Mr. Gillanders can, to get me some definite information as to that?

ANSWER:

Railway Classification Ratings provide for return movement of empty containers as follows:-

If inward loaded movement is by truck, the returned empty container must move at the rate which would apply if the container were new.

If inward loaded movement is by rail, the returned empty containers move at lower rates.

Under P. & D. Group Ratings, all empty containers, other than steel barrels or drums, move on the rate applying to new containers, regardless of whether the inward loaded movement is by rail or truck. Empty steel barrels and drums are returned at reduced rates regardless of whether the inward loaded movement is by rail or truck.

There have been instances where the railway has been offered empty used containers for return movement after the inward loaded movement had been made by truck, in the attempt to have these move at the lower rate, but railway agents are instructed to satisfy themselves in all instances of empty used container movements that the inward loaded movement was made by rail, before applying the lower rate.

Submitted through The Railway Association of Canada, April 18, 1938.

RAILWAY TAX ACCRUALS FOR STEAM

RAILWAYS IN ONTARIO

CALENDAR YEAR 1936

Canadian Pacific Railway

Provincial -		
	Mileage Tax	$ 272,361.00
	Express	42,643.21
	Telegraphs	2,305.21
	Corporation	331.77
	Auto & Truck licenses - railway	201.50
	" " " " - express	6,814.27
Municipal -		
	Property Tax	846,856.03
	Total	$1,171,512.99

Note - All taxes shown have been paid.
Taxes on hotels are not included
in the above figures.

Submitted through The Railway Association
of Canada, March 3rd, 1938.

RAILWAY TAX ACCRUALS FOR STEAM

RAILWAYS IN ONTARIO

CALENDAR YEAR 1936

Toronto, Hamilton & Buffalo Ry.

Provincial -		
	Mileage tax	$ 1,630.45
	Gasoline tax	193.90
Municipal -		
	Property tax	43,696.39
	Water tax	943.23
Dominion -		
	Income tax	38,240.84
	Excise Stamp tax	776.69
	Total	$85,481.50

Note - All taxes shown have been paid.

Submitted through The Railway
Association of Canada, February 14th, 1938.

RAILWAY TAX ACCRUALS FOR STEAM

RAILWAYS IN ONTARIO

CALENDAR YEAR 1936

Hotels

Canadian National Railways Hotels	$ 68,866.17
Canadian Pacific Railway Hotels	176,530.21
Total	$245,396.38

Submitted through The Railway Association of Canada, March 3rd, 1938.

RAILWAY TAX ACCRUALS FOR STEAM

RAILWAYS IN ONTARIO

CALENDAR YEAR 1936

Toronto Terminals Ry.

Provincial -

Municipal -

Land	$102,786.25
Buildings	129,920.80
Local improvements	365.91

Dominion -

Excise Stamp tax	441.49
Total	$233,514.45

Note - All taxes shown have been paid.

Submitted through The Railway
Association of Canada, February 14th, 1938.

RAILWAY TAX ACCRUALS FOR STEAM

RAILWAYS IN ONTARIO

CALENDAR YEAR 1936

Thousand Islands Railway

Provincial -		
	Mileage tax	$ 45.10
Municipal -		
	Property tax	279.94
Dominion -		
	Excise Stamp tax	34.91
	Total	$359.95

Note - All taxes shown have been paid.

Submitted through The Railway
Association of Canada, February 14th, 1938.

RAILWAY TAX ACCRUALS FOR STEAM

RAILWAYS IN ONTARIO

CALENDAR YEAR 1936

Pere Marquette Ry.
(including Lake Erie & Detroit River)

Provincial -		
	Mileage tax	$ 16,883.55
Municipal -		
	Property tax	16,312.02
	Business tax	34.36
Dominion -		
	Income tax	179,182.55
	Excise Stamp tax	532.59
	Total	$212,945.07

Note - All taxes shown have been paid.

Submitted through the Railway
Association of Canada, February 14th, 1938.

RAILWAY TAX ACCRUALS FOR STEAM

RAILWAYS IN ONTARIO

CALENDAR YEAR 1936

Ottawa & New York Rd.

Provincial -		
	Mileage tax	$ 852.30
	Gasoline and Oil	6.00
Municipal -		
	Property tax	12,279.61
	Water tax	334.11
Dominion -		
	Excise Stamp tax	45.60
	Emergency revenue	2.24
	Total	$13,519.86

Note - All taxes shown have been paid.

Submitted through The Railway
Association of Canada, February 14th, 1938.

RAILWAY TAX ACCRUALS FOR STEAM

RAILWAYS IN ONTARIO

CALENDAR YEAR 1936

Essex Terminal Ry.

Provincial -		
	Mileage tax	$ 226.20
Municipal -		
	Property tax	13,246.26
Dominion -		
	Income tax	6,913.67
	(1) Excise Stamp tax	84.00
	Total	$20,470.13

Note - Excise Stamp tax not included in statement submitted to Royal Commission on November 29th, 1937.
All taxes shown have been paid

Submitted through The Railway Association of Canada, February 14th, 1938.

RAILWAY TAX ACCRUALS FOR STEAM

RAILWAYS IN ONTARIO

CALENDAR YEAR 1936

Canada Southern Rd. (Michigan Central Rd.)

Provincial -		
	Mileage tax	$$46,940.00
	Gas & Oil	92.73
	Motor vehicles	89.00
Municipal -		
	Property tax	149,206.12
Dominion -		
	Income	363,762.88
	Emergency revenue	96.05
	Excise stamps	1,993.83
	Custom duty, sales and excise	1,342.69
	Total	$563,523.30

Note - All taxes shown have been paid.

Submitted through The Railway
Association of Canada, February 14th, 1938.

RAILWAY TAX ACCRUALS FOR STEAM

RAILWAYS IN ONTARIO

CALENDAR YEAR 1936

Algoma Central & Hudson Bay Ry.

Provincial -		
	Mileage tax	$21,298.55
Municipal -		
	Property tax	20,209.19
Dominion -		
	Excise Stamp tax	243.22
	Total	$41,750.96

Note - All taxes shown have been paid with exception of Provincial mileage tax.
Excise Stamp tax not included in statement submitted to Commission on Nov. 29th, 1937.

Submitted through The Railway
Association of Canada, February 14th, 1938.

RAILWAY TAX ACCRUALS FOR STEAM

RAILWAYS IN ONTARIO

CALENDAR YEAR 1936

Canadian National Railways

Provincial -

Mileage tax	$ 363,292.72
Express "	10,000.00
Telegraph property	5,000.00
Miscellaneous property	1,069.25
Corporation	271.27
Auto and truck licenses - railway	39.00
Auto and truck licenses - express	7,981.00

Municipal -

Property tax	1,112,903.22
Total	$1,500,556.46

Note - All taxes shown have been paid. Hotel taxes are not included in the above figures.

Submitted through The Railway Association of Canada, February 14th, 1938.

M E M O R A N D U M

In analyzing the information contained in these statements it is necessary that cognizance be taken of the conditions surrounding normal practice in such handling. Unfortunately through a misunderstanding the times of receipt from shippers at Montreal on the Montreal to Toronto shipments were omitted; such receipt times are however shown on the Toronto-Montreal shipments and on all the other examples given as well as the delivery times to consignees on all the tests made. However it should be noted that the times of receipt from shipper and delivery to consignee should not be arbitrarily taken as the over-all times on the shipments. Cartage services leave the railway sheds early in the morning on delivery routes and in many instances do not return to the shed until between 5.00 p.m. and 6.00 p.m. As they follow their route they pick up from shippers such shipments as are ready for despatch, some of which may be ready in the morning or early afternoon. This does not mean that such shipments require to be available at that time in order to be despatched that day, but that the shipper has them prepared and they are lifted by the carter as he reaches the shipper's warehouse. If a further pick-up is desired by such shipper it is always available on request, and in the normal course of his route the carter returns later in the afternoon. Again in some instances, shippers request an early pick-up in order to get the merchandise out of their place of business in order to facilitate other work. However the normal practice is that pick-up service is available to the shipper up to 5.30 or 6.00 p.m. on shipments for delivery next morning within an area ranging from 250 to 350 miles. In special instances pick-up is made as late as 6.30 or 6.45 p.m.

Similarly in the delivery of shipments to consignees there are qualifying circumstances. Consignees are allowed 48 hours free storage after arrival of shipments at destination freight shed, and due to conditions in their business they at times desire to take advantage of such free storage. As a result they advise the railway that delivery is not desired until late in the morning or perhaps until the next day or the second day. Certain consignees have standing instructions that shipments are not to be delivered until certain hours, and such delivery times are often late in the morning or early afternoon. The normal practice however is for the carters to start out on their delivery routes at approximately 8.30 a.m. The time of receipt by consignees in the larger cities is of course to some degree dependent upon their proximity to the railway shed. However in the effort to overcome this feature of service to distant points in the city, carters are assigned to specific territory and a carter assigned to an outlying district takes his load direct from the shed to that area, making no deliveries until he reaches the area to which he is assigned. In this way it is possible to provide what may fairly be termed an equality of service to the various areas of the larger cities.

[illegible] NATIONAL [illegible]

INFORMATION FOR THE ROYAL COMMISSION ON TRANSPORTATION IN ONTARIO

QUESTION -

The time it takes from the moment goods leave the consignor's warehouse until they arrive at the warehouse of the consignee - the actual time of receipt and delivery of the goods. I would like to check the time that elapses from the time when the train reaches the City of Toronto, the goods remain on your freight cars and are taken to some point for delivery, and the time it is going to take to actually reach the point or destination.

REPLY

Typical examples of the service factors above referred to and as recorded in the records of this Railway as follows:-

							SERVICE AT TORONTO					
							Placement Freight Car at Railway Freight Shed		Delivery Shipment to Cartage Vehicle		Delivery Shipment to Consignee	
Example No.	Shipment From	Weight of Shipment	Date Shipped	Time received from shipper	Train arrival Time	Train arrival Date	Time	Date	Time	Date	Time	Date
1.	Hamilton	140	1/31	11.00am 1/31	1.30 am	2/1	5.30am	2/1	8.29am	2/1	9.00am	2/1
2.	Niag.Falls	100	"	1.30pm 1/31	4.15 am	2/1	6.40am	2/1	9.00am	2/1	9.30 am	2/1
3.	London	30	"	3.05pm 1/31	3.35 am	2/1	5.30am	2/1	8.53am	2/1	9.15am	2/1
4.	London	1400	"	2.00pm 1/31	3.35 am	2/1	5.30am	2/1	9.22am	2/1	9.40am	2/1
5.	Strathroy	500	"	1.00pm 1/31	10.45 pm	1/31	6.20am	2/1	8.53am	2/1	9.25am	2/1
6.	Guelph	130	"	11.00am 1/31	6.00am	2/1	7.40am	2/1	9.08am	2/1	9.20am	2/1
7.	Kitchener	50	"	3.05pm 1/31	6.05 am	2/1	7.40am	2/1	9.38am	2/1	9.55am	2/1
8.	Waterloo	240	"	4.30pm 1/31	6.05 am	2/1	7.40am	2/1	8.56am	2/1	9.35am	2/1
9.	Stratford	230	"	5.00pm 1/31	6.05 am	2/1	7.40am	2/1	8.56am	2/1	9.20am	2/1
10.	Trenton	90	"	3.00pm 1/31	6.30 am	2/1	7.00am	2/1	8.29am	2/1	9.00am	2/1
11.	Gananoque	200	"	2.30pm 1/31	6.30 am	2/1	7.30am	2/1	9.08am	2/1	9.42am	2/1
12.	Ottawa	200	"	2.00pm 1/31	6.30 am	2/1	7.30am	2/1	9.33am	2/1	9.45am	2/1
13.	Barrie	60	"	3.25pm 1/31	1.45 am	2/1	5.30am	2/1	9.27am	2/1	9.40am	2/1
14.	Gravenhurst	127	"	5.00pm 1/31	2.30 am	2/1	5.30am	2/1	9.25am	2/1	9.55am	2/1

Example No.	Shipment From	Weight of Shipment	Date Shipped	Time received from shipper		Train Arrival		SERVICE AT TORONTO: Placement Freight Car At Railway Freight Shed		Delivery shipment to cartage Vehicle		Delivery Shipment to Consignee	
						Time	Date	Time	Date	Time	Date	Time	Date
15.	St.Catharines	80	1/31	4.35pm	1/31	5.30am	2/1	7.55am	2/1	9.25am	2/1	10.20am	2/1
16.	Hespeler	150	"	4.40pm	"	3.35am	"	5.30am	"	9.38am	"	10.30am	"
17.	Brantford	180	"	4.30pm	"	3.35am	"	5.30am	"	9.33am	"	10.20am	"
18.	Brantford	230	"	6.00pm	"	3.35am	"	5.30am	"	9.37am	"	10.45am	"
19.	London	40	"	5.30pm	"	3.35am	"	5.30am	"	9.20am	"	10.10am	"
20.	Sarnia	[illegible]	"	3.00pm	"	4.15am	"	6.40am	"	9.53am	"	10.15am	"
21.	Sarnia	280	"	3.10pm	"	4.15am	"	6.40am	"	9.39AM	"	10.50am	"
22.	Sarnia	14	"	3.10pm	"	4.15am	"	6.40am	"	9.33am	"	10.15am	"
23.	Kitchener	60	"	1.10pm	"	6.05am	"	7.40am	"	9.37am	"	10.45am	"
24.	Stratford	700	"	2.30pm	"	6.05am	"	7.40am	"	9.22am	"	10.30am	"
25.	Stratford	120	"	4.10pm	"	6.05am	"	7.40am	"	9.53am	"	10.15am	"
26.	Stratford	90	"	4.10pm	"	6.05am	"	7.40am	"	9.53am	"	10.15am	"
27.	Cobourg	400	"	11.00am	"	11.50pm	1/31	5.30am	"	9.39am	"	10.00am	"
28.	Trenton	975	"	3.00pm	"	3.30am	2/1	7.00am	"	10.25am	"	10.45am	"
29.	Napanee	200	"	3.30pm	"	3.30am	2/1	7.30am	"	9.35am	"	10.10am	"
30.	Ernestown	84	"	10.00am	"	5.30am	"	7.30am	"	9.53am	"	10.50am	"
31.	Gananoque	50	"	1.00pm	"	6.30am	"	7.30am	"	9.18am	"	10.10am	"
32.	Gananoque	100	"	4.00pm	"	6.30am	"	7.30am	"	9.53am	"	10.50am	"
33.	Kingston	100	"	3.00pm	"	6.30am	"	7.30am	"	10.32am	"	10.50am	"
34.	Brockville	60	"	5.15pm	"	6.30am	"	7.30am	"	9.31am	"	10.00am	"
35.	Brockville	60	"	4.40pm	"	6.30am	"	7.30am	"	9.45am	"	10.25am	"
36.	Brockville	90	"	3.30pm	"	6.30am	"	7.30am	"	9.38am	"	10.56am	"
37.	Ottawa	200	"	4.45pm	"	6.30am	"	7.30am	"	9.45am	"	10.20am	"
38.	Barrie	70	"	10.05am	"	1.45am	"	5.30am	"	9.11am	"	10.15am	"
39.	Orillia	1540	"	4.10pm	"	1.45am	"	5.30am	"	9.45am	"	10.15am	"
40.	Gravenhurst	55	"	3.12pm	"	2.30am	"	5.30am	"	9.25am	"	10.25am	"
41.	Bracebridge	70	"	3.00pm	"	2.30am	"	5.30am	"	9.45am	"	10.20am	"

SERVICE AT TORONTO

Example No.	Shipment from	Weight of Shipment	Date Shipped	Time received from shipper		Train Arrival		Placement freight car at Railway Freight Shed		Delivery Shipment to Cartage Vehicle		Delivery Shipment to Consignee	
						Time	Date	Time	Date	Time	Date	Time	Date
42.	Hamilton	40	1/21	11.00am	1/21	1.30am	2/1	5.30am	2/1	9.31am	2/1	11.30am	2/1
43.	Port Dover	280	"	4.00pm	"	1.30am	2/1	5.30am	"	9.11am	"	11.35am	"
44.	Port Dover	200	"	4.00pm	"	1.30am	"	5.30am	"	8.53am	"	11.10am	"
45.	Hamilton	230	"	4.00pm	"	1.30am	"	5.30am	"	9.53am	"	11.45am	"
46.	Port Erie	310	"	4.45pm	"	5.30am	"	8.00am	"	9.53am	"	11.25am	"
47.	Hockstock	140	"	4.50pm	"	3.35am	"	5.30am	"	9.35am	"	11.25am	"
48.	Windsor	340	"	3.50pm	"	6.15am	"	7.55am	"	10.28am	"	11.15am	"
49.	Windsor	80	"	1.00pm	"	6.15am	"	7.55am	"	10.53am	"	11.35am	"
50.	Guelph	51	"	3.00pm	"	6.05am	"	7.40am	"	10.07am	"	11.40am	"
51.	Guelph	80	"	3.00pm	"	6.05am	"	7.40am	"	10.32am	"	11.15am	"
52.	Stratford	850	"	2.50pm	"	6.05am	"	7.40am	"	10.53am	"	11.50am	"
53.	St. Jacobs	210	"	2.00pm	"	6.05am	"	7.40am	"	10.23am	"	11.25am	"
54.	Elmira	320	"	2.30pm	"	6.05am	"	7.40am	"	10.40am	"	11.30am	"
55.	Listowel	120	"	3.00pm	"	6.05am	"	7.40am	"	10.55am	"	11.53am	"
56.	Vineardine	170	"	11.20am	"	6.05am	"	7.40am	"	9.53am	"	11.30am	"
57.	St.Elgin	210	"	12.00 N.	"	6.05am	"	7.40am	"	11.02am	"	11.40am	"
58.	St.Elgin	300	"	12.00 N.	"	6.05am	"	7.40am	"	11.12am	"	12.00 N.	"
59.	Southampton	1855	"	11.30am	"	6.05am	"	7.40am	"	9.34am	"	11.10am	"
60.	Owen Sound	60	"	4.35pm	"	6.05am	"	7.40am	"	11.18am	"	12.00 N.	"
61.	Shesley	50	"	2.00pm	"	6.05am	"	7.40am	"	10.28am	"	11.15am	"
62.	Trenton	240	"	3.00pm	"	6.30am	"	7.00am	"	9.35am	"	11.25am	"
63.	Trenton	240	"	3.00pm	"	6.30am	"	7.00am	"	9.35am	"	11.25am	"
64.	Gananoque	100	"	2.30pm	"	6.30am	"	7.30am	"	9.37am	"	11.40am	"
65.	Kingston	180	"	3.00pm	"	6.30am	"	7.30am	"	10.27am	"	11.30am	"
66.	Kingston	30	"	3.30pm	"	6.30am	"	7.30am	"	9.31am	"	11.20am	"
67.	Kingston	70	"	1.00pm	"	6.30am	"	7.30am	"	10.32am	"	11.05am	"
68.	Kingston	480	"	1.30pm	"	6.30am	"	7.30am	"	9.35am	"	11.10am	"
69.	Iroquois	90	"	11.20am	"	6.30am	"	7.30am	"	10.40am	"	11.30am	"
70.	Iroquois	80	"	11.20am	"	6.30am	"	7.30am	"	10.22am	"	11.45am	"
71.	Prescott	40	"	3.30pm	"	6.30am	"	7.30am	"	10.40am	"	11.55am	"
72.	Prescott	1380	"	3.30pm	"	6.30am	"	7.30am	"	10.22am	"	11.45am	"
73.	Cornwall	1580	"	4.00pm	"	6.30am	"	8.10am	"	10.53am	"	11.23am	"
74.	Brockville	1100	"	2.00pm	"	6.30am	"	7.30am	"	11.00am	"	11.50am	"
75.	Ottawa	300	"	8.00am	"	6.30am	"	7.30am	"	10.32am	"	11.59am	"

Example No.	Shipment From	Weight of Shipment	Date Shipped	Time received from shipper		Train arrival		Placement freight car at railway freight shed		Delivery shipment to cartage vehicle		Delivery shipment to consignee	
						Time	Date	Time	Date	Time	Date	Time	Date
76.	Ottawa	200	1/31	3.00pm	1/31	6.30am	2/1	7.30am	2/1	10.28am	2/1	11.15am	2/1
77.	Ottawa	200	"	4.30pm	"	6.30am	"	7.30am	"	10.07am	"	11.61am	"
78.	Ottawa	3620	"	4.00pm	"	6.30am	"	7.30am	"	10.07am	"	11.00am	"
79.	Ottawa	210	"	5.45pm	"	6.30am	"	7.30am	"	11.12am	"	11.30am	"
80.	Gravenhurst	340	"	5.10pm	"	2.30am	"	5.30am	"	9.11am	"	11.00am	"
81.	Gravenhurst	340	"	4.00pm	"	2.30am	"	5.30am	"	8.53am	"	11.20am	"
82.	Gravenhurst	327	"	5.00pm	"	2.30am	"	5.30am	"	9.25am	"	11.16am	"

Example No.	Shipment From	Weight of Shipment	Date Shipped	Time received at Shed	SERVICE AT TORONTO: Train Arrival Time	Train Arrival Date	Placement Freight Car At Railway Freight Shed Time	Placement Date	Delivery Shipment to Cartage Vehicle Time	Delivery Date	Delivery Shipment to Consignee Time	Delivery Date
Pro:												
3506	Montreal	5,280	1/31	5.45 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.37 am	2/1	9.10 am	2/1
3507	"	70	"	5.55 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.53 am	2/1	9.55 am	2/1
3513	"	90	"	6.15 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.39 am	2/1	9.20 am	2/1
3515	"	130	"	6.15 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.39 am	2/1	9.40 am	2/1
3519	"	720	"	6.20 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.37 am	2/1	9.50 am	2/1
3524	"	40	"	6.45 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.35 am	2/1	9.50 am	2/1
3539	"	1,090	"	5.45 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.29 am	2/1	9.45 am	2/1
3541	"	30	"	6.35 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.22 am	2/1	9.50 am	2/1
3543	"	10	"	5.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.37 am	2/1	9.30 am	2/1
3547	"	40	"	5.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.54 am	2/1	9.25 am	2/1
3552	"	80	"	6.15 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.39 am	2/1	9.05 am	2/1
3560	"	240	"	6.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.11 am	2/1	9.35 am	2/1
3564	"	100	"	5.45 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.35 am	2/1	9.45 am	2/1
3504	"	390	"	5.25 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.39 am	2/1	10.50 am	2/1
3508	"	60	"	6.00 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.29 am	2/1	10.50 am	2/1
3510	"	160	"	6.00 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.25 am	2/1	10.55 am	2/1
3511	"	400	"	6.00 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.31 am	2/1	10.00 am	2/1
3512	"	400	"	6.00 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.29 am	2/1	10.45 am	2/1
3514	"	330	"	6.15 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.27 am	2/1	10.30 am	2/1
3518	"	90	"	6.10 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.25 am	2/1	10.30 am	2/1
3520	"	30	"	6.25 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.39 am	2/1	10.32 am	2/1
3522	"	70	"	6.45 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.58 am	2/1	10.30 am	2/1
3523	"	120	"	6.45 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.11 am	2/1	10.10 am	2/1
3525	"	140	"	6.40 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.29 am	2/1	10.30 am	2/1
3527	"	140	"	6.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.37 am	2/1	10.45 am	2/1
3533	"	20	"	6.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.06 am	2/1	10.10 am	2/1
3537	"	850	"	6.10 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.37 am	2/1	10.45 am	2/1
3542	"	100	"	5.35 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.58 am	2/1	10.05 am	2/1
3549	"	110	"	6.00 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.27 am	2/1	10.20 am	2/1
3550	"	50	"	6.00 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.29 am	2/1	10.55 am	2/1
3553	"	330	"	6.10 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.53 am	2/1	10.45 am	2/1

SERVICE AT TORONTO

Example No.	Shipment From	Weight of Shipment	Date Shipped	Time received at Shed	Train Arrival Time	Train Arrival Date	Placement Freight Car at Railway Freight Shed Time	Placement Freight Car at Railway Freight Shed Date	Delivery Shipment to Cartage Vehicle Time	Delivery Shipment to Cartage Vehicle Date	Delivery Shipment to Consignee Time	Delivery Shipment to Consignee Date
Pro:												
3554	Montreal	60	1/31	6.40 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.39 am	2/1	10.10 am	2/1
3555	"	80	"	6.40 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.58 am	2/1	10.55 am	2/1
3558	"	100	"	6.40 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.58 am	2/1	10.45 am	2/1
3562	"	1,360	"	5.55 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.11 am	2/1	10.35 am	2/1
3563	"	80	"	5.45 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.53 am	2/1	10.10 am	2/1
3566	"	210	"	5.55 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.25 am	2/1	10.15 am	2/1
3505	"	280	"	5.25 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.22 am	2/1	11.00 am	2/1
3509	"	70	"	6.00 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.39 am	2/1	11.05 am	2/1
3516	"	180	"	6.10 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.27 am	2/1	11.15 am	2/1
3521	"	550	"	6.45 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.31 am	2/1	11.15 am	2/1
3526	"	60	"	6.40 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.53 am	2/1	11.50 am	2/1
3528	"	60	"	6.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.27 am	2/1	11.45 am	2/1
3529	"	80	"	6.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.39 am	2/1	11.00 am	2/1
3530	"	80	"	6.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.27 am	2/1	11.20 am	2/1
3531	"	600	"	6.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.53 am	2/1	11.00 am	2/1
3532	"	60	"	6.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.22 am	2/1	11.40 am	2/1
3534	"	30	"	6.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.53 am	2/1	11.45 am	2/1
3536	"	50	"	6.15 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.29 am	2/1	11.05 am	2/1
3538	"	120	"	6.00 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.27 am	2/1	11.10 am	2/1
3540	"	70	"	5.40 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.37 am	2/1	11.45 am	2/1
3551	"	110	"	6.15 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.58 am	2/1	11.20 am	2/1
3556	"	120	"	6.40 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.25 am	2/1	11.10 am	2/1
3557	"	200	"	6.40 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.53 am	2/1	11.55 am	2/1
3559	"	210	"	6.40 pm 1/31	6.15 am	2/1	7.00 am	2/1	8.58 am	2/1	11.15 am	2/1
3561	"	80	"	6.30 pm 1/31	6.15 am	2/1	7.00 am	2/1	11.00 am	2/1	11.10 am	2/1
3565	"	1,000	"	6.00 pm 1/31	6.15 am	2/1	7.00 am	2/1	10.07 am	2/1	11.35 am	2/1
3568	"	30	"	5.35 pm 1/31	6.15 am	2/1	7.00 am	2/1	9.53 am	2/1	11.10 am	2/1

NOTE: Time of Arrival of Train at Toronto indicates time of arrival of train at Simico or Bathurst Street
Delivery to Consignee indicates the actual time freight was placed in consignee's warehouse and Cartage Vehicle released.

Example No.	Shipment From	Weight of Shipment	Date Shipped	Time received from Shipper	Train Arrival Time	Train Arrival Date	Service at Terminal: Placement Freight Car at Railway Freight Shed Time	Placement Freight Car at Railway Freight Shed Date	Delivery shipment to Cartage Vehicle Time	Delivery shipment to Cartage Vehicle Date	Delivery shipment to Consignee Time	Delivery shipment to Consignee Date
TM 5673	Toronto	70	Jan.31	4.15 PM	6.10am	Feb. 1	8.13 AM	Feb. 1	8.50 AM	Feb. 1	9.55 AM	Feb. 1
5674	"	50	"	3.40 "	"	"	"	"	9.10 AM	"	9.45 AM	"
5675	"	210	"	5.00 "	"	"	"	"	9.00 AM	"	9.45 AM	"
5736	"	340	"	3.00 PM	"	"	"	"	9.15 AM	"	9.50 AM	"
5737	"	30	"	3.55 PM	"	"	"	"	9.25 AM	"	9.45 AM	"
5742	"	40	"	4.05 PM	"	"	"	"	9.20 AM	"	9.40 AM	"
5754	"	1250	"	4.40 PM	"	"	"	"	9.10 AM	"	9.50 AM	"
5764	"	40	"	1.20 PM	"	"	"	"	9.25 AM	"	9.55 AM	"
5855	"	4000	"	5.00 PM	"	"	"	"	9.35 AM	"	10.25 AM	"
5858	"	120	"	4.45 PM	"	"	"	"	10.00 AM	"	10.30 AM	"
5860	"	550	"	4.55 PM	"	"	"	"	9.00 AM	"	10.45 AM	"
5862	"	190	"	5.00 PM	"	"	"	"	9.00 AM	"	10.15 AM	"
5863	"	230	"	4.25 PM	"	"	"	"	9.00 AM	"	10.15 AM	"
5865	"	40	"	4.50 PM	"	"	"	"	9.30 AM	"	10.45 AM	"
5866	"	160	"	4.20 PM	"	"	"	"	8.40 AM	"	10.15 AM	"
5870	"	40	"	4.00 PM	"	"	"	"	9.20 AM	"	10.30 AM	"
5876	"	50	"	4.10 PM	"	"	"	"	9.30 AM	"	10.30 AM	"
5878	"	420	"	4.40 PM	"	"	"	"	9.00 AM	"	10.35 AM	"
5884	"	670	"	11.00 AM	"	"	"	"	9.25 AM	"	10.15 AM	"
5885	"	110	"	4.45 PM	"	"	"	"	9.30 AM	"	10.45 AM	"
5886	"	100	"	4.45 PM	"	"	"	"	9.50 AM	"	10.20 AM	"
5887	"	110	"	4.45 PM	"	"	"	"	9.45 AM	"	10.40 AM	"
5722	"	50	"	4.30 PM	"	"	"	"	9.45 AM	"	10.25 AM	"
5723	"	600	"	4.30 PM	"	"	"	"	9.15 AM	"	10.05 AM	"
5724	"	20	"	3.00 PM	"	"	"	"	9.15 AM	"	10.20 AM	"
5728	"	30	"	4.15 PM	"	"	"	"	9.15 AM	"	10.15 AM	"
5731	"	70	"	3.45 PM	"	"	"	"	9.15 AM	"	10.10 AM	"
5743	"	420	"	3.05 PM	"	"	"	"	9.20 AM	"	10.30 AM	"

Tracer No.	Shipment From	Weight of Shipment	Date Shipped	Time received from shipper	Train Arrival Time	Train Arrival Date	Shipment Freight Car at Railway Freight Shed Time	Shipment Freight Car at Railway Freight Shed Date	Delivery shipment to Portage Vehicle Time	Delivery shipment to Portage Vehicle Date	Delivery shipment to Consignee Time	Delivery shipment to Consignee Date
TS 5744	Toronto	210	Jan.31	5.15 PM	6.10 AM	Feb.1	8.13 AM	Feb.1	9.20 AM	Feb.1	10.00 AM	Feb.1
5747	"	30	"	5.30 PM	"	"	"	"	9.10 AM	"	10.25 AM	"
5748	"	40	"	4.45 PM	"	"	"	"	9.30 AM	"	10.20 AM	"
5749	"	60	"	4.45 PM	"	"	"	"	9.05 AM	"	10.25 AM	"
5751	"	680	"	4.10 PM	"	"	"	"	9.40 AM	"	10.15 AM	"
5752	"	140	"	3.20 PM	"	"	"	"	9.50 AM	"	10.25 AM	"
5753	"	40	"	5.00 PM	"	"	"	"	9.30 AM	"	10.00 AM	"
5754	"	20	"	11.20 AM	"	"	"	"	9.20 AM	"	10.35 AM	"
5757	"	300	"	2.30 PM	"	"	"	"	9.40 AM	"	10.55 AM	"
5759	"	80	"	2.00 PM	"	"	"	"	8.40 AM	"	10.05 AM	"
5760	"	100	"	2.30 PM	"	"	"	"	9.45 AM	"	10.35 AM	"
5765	"	20	"	1.30 PM	"	"	"	"	9.25 AM	"	10.40 AM	"
5806	"	10	"	5.00 PM	"	"	"	"	9.50 AM	"	10.40 AM	"
5812	"	250	"	4.40 PM	"	"	"	"	9.15 AM	"	10.15 AM	"
5813	"	200	"	4.40 PM	"	"	"	"	9.45 AM	"	10.35 AM	"
5814	"	180	"	4.30 PM	"	"	"	"	8.50 AM	"	10.20 AM	"
5815	"	20	"	4.15 PM	"	"	"	"	8.50 AM	"	10.20 AM	"
5853	"	10	"	3.55 PM	"	"	"	"	9.25 AM	"	11.20 AM	"
5854	"	40	"	3.50 PM	"	"	"	"	10.15 AM	"	11.20 AM	"
5857	"	50	"	4.20 PM	"	"	"	"	9.25 AM	"	11.40 AM	"
5858	"	600	"	4.10 PM	"	"	"	"	9.30 AM	"	11.15 AM	"
5861	"	560	"	4.30 PM	"	"	"	"	9.40 AM	"	11.05 AM	"
5864	"	2000	"	4.10 PM	"	"	"	"	10.15 AM	"	11.00 AM	"
5867	"	50	"	4.30 PM	"	"	"	"	10.00 AM	"	11.10 AM	"
5868	"	50	"	4.30 PM	"	"	"	"	10.05 AM	"	11.15 AM	"
5869	"	60	"	4.15 PM	"	"	"	"	9.45 AM	"	11.55 AM	"
5871	"	210	"	4.30 PM	"	"	"	"	10.15 AM	"	11.30 AM	"
5872	"	290	"	4.30 PM	"	"	"	"	10.15 AM	"	11.30 AM	"
5877	"	140	"	4.55 PM	"	"	"	"	9.50 AM	"	11.10 AM	"

Example No.	Shipment from	Weight of shipment	Date shipped	Time received from shipper	Train Arrival Time	Train Arrival Date	Placement freight car at railway freight shed Time	Placement freight car at railway freight shed Date	Delivery shipment to Cartage Vehicle Time	Delivery shipment to Cartage Vehicle Date	Delivery shipment to Consignee Time	Delivery shipment to Consignee Date
TM 5714	Toronto	80	Jan. 31	4.45 PM	8.10 AM	Feb. 1	8.15 AM	Feb. 1	10.00 AM	Feb. 1	11.35 AM	Feb. 1
5734	"	110	"	4.40 PM	"	"	"	"	10.00 AM	"	11.15 AM	"
5738	"	40	"	3.55 PM	"	"	"	"	10.00 AM	"	11.05 AM	"
5741	"	140	"	4.05 PM	"	"	"	"	10.30 AM	"	11.50 AM	"
5750	"	140	"	3.40 PM	"	"	"	"	9.50 AM.	"	11.00 AM	"
5755	"	150	"	4.40 PM	"	"	"	"	9.20 AM	"	11.00 AM	"
5758	"	30	"	2.45 PM	"	"	"	"	10.00 AM	"	11.25 AM	"
5760	"	490	"	2.20 PM	"	"	"	"	9.30 AM	"	11.45 AM	"
5761	"	290	"	2.40 PM	"	"	"	"	9.50 AM	"	11.00 AM	"
5762	"	400	"	2.40 PM	"	"	"	"	10.30 AM	"	11.40 AM	"
5823	"	90	"	4.15 PM	"	"	"	"	10.15 AM	"	11.00 AM	"
5777	"	1040	"	2.40 PM	"	"	"	"	9.50 AM	"	11.45 AM	"
5778	"	40	"	4.45 PM	"	"	"	"	10.45 AM	"	11.30 AM	"
5739	"	40	"	4.05 PM	"	"	"	"	10.30 AM	"	12.05 PM	"
5740	"	40	"	4.05 PM	"	"	"	"	9.25 AM	"	12.05 PM	"
5745	"	180	"	4.15 PM	"	"	"	"	9.50 AM	"	12.30 PM	"
5746	"	100	"	4.15 PM	"	"	"	"	10.45 AM	"	12.15 PM	"
5730	"	900	"	6.10 PM	"	"	"	"	10.10 AM	"	1.20 PM	"

CANADIAN PACIFIC RAILWAY COMPANY

Information for the Royal Commission on Transportation in Ontario.

QUESTION -

The time it takes from the moment goods leave the consignor's warehouse until they arrive at the warehouse of the consignee - the actual time of receipt and delivery of the goods. I would like to check the time that elapses from the time when the train reaches the City of Toronto, the goods remain on your freight cars and are taken to some point for delivery, and the time it is going to take to actually reach the point of destination.

REPLY -

Typical examples of the service factors above referred to and as recorded in the records of this Railway are as follows -

					SERVICE AT TORONTO							
					Train Arrival		Placement Freight Car At Railway Freight Shed		Delivery shipment to Cartage Vehicle		Delivery shipment to Consignee	
Example No.	Shipment From	Weight of shipment.	Date shipped	Time received from shipper.	Time	Date	Time	Date	Time	Date	Time	Date
1	Carleton Place	50 lbs.	3 Feb.	4.00p	6.18a	4 Feb.	7.30a	4 Feb.	9.35a	4 Feb.	11.40a	4 Feb.
2	Trenton	4,100 "	3 "	5.00p	6.18a	4 "	7.00a	4 "	10.30a	4 "	11.15a	4 "
3	Ottawa	450 "	3 "	3.00p	6.18a	4 "	7.30a	4 "	9.35a	4 "	10.35a	4 "
4	Hamilton	350 "	4 "	4.10p	2.15a	5 "	7.00a	5 "	9.00a	5 "	11.25a	5 "
5	Woodstock	60 "	4 "	11.00a	5.00a	5 "	8.00a	5 "	9.40a	5 "	10.50a	5 "
6	Owen Sound	300 "	4 "	2.30p	11.55p	4 "	8.00a	5 "	9.02a	5 "	10.50a	5 "
7	Renfrew	270 "	4 "	11.00a	6.25a	5 "	7.00a	5 "	8.25a	5 "	9.45a	5 "
8	Elora	180 "	4 "	1.30p	11.55p	4 "	8.00a	5 "	9.20a	5 "	11.25a	5 "
9	Tweed	720 "	4 "	10.50a	9.30p	4 "	8.00a	5 "	9.20a	5 "	9.50a	5 "
10	Smiths Falls	480 "	4 "	10.00a	6.25a	5 "	7.00a	5 "	8.25a	5 "	11.10a	5 "
11	Cornwall	220 "	8 "	5.30p	6.18a	9 "	7.00a	9 "	8.30a	9 "	10.20a	9 "
12	Chatham	2,470 "	8 "	1.30p	5.45a	9 "	8.25a	9 "	9.40a	9 "	10.00a	9 "
13	Perth	80 "	8 "	4.50p	6.18a	9 "	7.00a	9 "	9.00a	9 "	10.15a	9 "
14	Chesterville	135 "	9 "	11.00a	7.00a	10 "	7.50a	10 "	11.00a	10 "	1.20p	10 "
15	Paris	100 "	9 "	4.30p	4.15a	10 "	8.30a	10 "	11.00a	10 "	1.15p	10 "
16	Galt	2,500 "	9 "	4.00p	4.15a	10 "	8.30a	10 "	11.50a	10 "	2.00p	10 "
17	London	20 "	10 "	5.30p	6.00a	11 "	8.30a	11 "	11.50a	11 "	1.35p	11 "
18	Sudbury	1,385 "	10 "	4.00p	7.15a	11 "	12.01p	11 "	1.30p	11 "	2.15p	11 "
19	Gorrie	130 "	10 "	1.00p	11.40p	10 "	7.00a	11 "	11.20a	11 "	2.10p	11 "
20	Windsor	1,240 "	10 "	3.30p	7.30a	11 "	11.50a	11 "	12.01p	11 "	1.45p	11 "
21	Merrickville	280 "	10 "	3.00p	6.25a	11 "	7.00a	11 "	9.15a	11 "	11.00a	11 "
22	Milverton	100 "	10 "	1.10p	2.45a	11 "	8.30a	11 "	10.15a	11 "	2.00p	11 "
23	Waterford	50 "	10 "	12.15p	2.45a	11 "	8.30a	11 "	11.50a	11 "	1.40p	11 "
24	Hespeler	200 "	10 "	4.45p	6.00a	11 "	8.30a	11 "	1.00p	11 "	2.00p	11 "

SHEET TWO

Example No.	Shipment From	Weight of shipment.	Date shipped	Time received from shipper.	SERVICE AT TORONTO: Train Arrival Time	Train Arrival Date	Placement Freight Car At Railway Freight Shed Time	Placement Date	Delivery shipment to Cartage Vehicle Time	Delivery Date	Delivery shipment to Consignee Time	Delivery Date
25	Montreal	360 lbs.	1 Feb.	2.00p	7.02a	2 Feb.	7.35a	2 Feb.	8.30a	2 Feb.	11.20a	2 Feb.
26	"	300 "	2 "	2.00p	[illegible]	3 "	7.15a	3 "	9.35a	3 "	11.45a	3 "
27	"	120 "	3 "	1.30p	6.[illegible]a	4 "	7.30a	4 "	8.30a	4 "	10.15a	4 "
28	"	660 "	4 "	3.00p	6.[illegible]a	5 "	7.10a	5 "	8.40a	5 "	10.10a	5 "
29	"	380 "	7 "	2.00p	6.28a	8 "	7.30a	8 "	8.35a	8 "	10.40a	8 "
30	"	670 "	8 "	3.00p	6.18a	9 "	7.00a	9 "	8.30a	9 "	11.00a	9 "
31	"	130 "	9 "	1.30p	7.[illegible]a	10 "	7.50a	10 "	9.10a	10 "	10.15a	10 "
32	"	50 "	10 "	1.00p	6.25a	11 "	7.00a	11 "	7.50a	11 "	10.40a	11 "
33	"	360 "	11 "	2.00p	6.30a	12 "	7.20a	12 "	8.45a	12 "	10.15a	12 "
34	St. Therese	120 "	1 "	3.00p	7.02a	2 "	7.35a	2 "	9.15a	2 "	4.15p	2 "
35	" "	20 "	3 "	4.00p	6.[illegible]a	4 "	7.30a	4 "	8.20a	4 "	10.45a	4 "
36	" "	105 "	7 "	3.00p	6.[illegible]a	8 "	7.30a	8 "	8.40a	8 "	11.55a	8 "
37	" "	370 "	8 "	3.00p	6.[illegible]a	9 "	7.00a	9 "	7.50a	9 "	10.15a	9 "
38	" "	30 "	10 "	3.00p	[illegible]	11 "	7.00a	11 "	8.30a	11 "	1.45p	11 "
39	St. Jerome	1,090 "	1 "	2.30p	7.02a	2 "	7.35a	2 "	9.15a	2 "	10.15a	2 "
40	" "	2,440 "	3 "	2.50p	[illegible]	4 "	7.30a	4 "	8.20a	4 "	11.45a	4 "
41	" "	100 "	4 "	1.10p	6.27a	5 "	7.10a	5 "	8.40a	5 "	11.25a	5 "
42	" "	1,080 "	7 "	2.30p	6.35a	8 "	7.30a	8 "	8.40a	8 "	12.01p	8 "
43	" "	110 "	8 "	2.30p	6.[illegible]8a	9 "	7.00a	9 "	7.50a	9 "	11.20a	9 "
44	" "	1,130 "	9 "	2.30p	7.07a	10 "	7.50a	10 "	9.15a	10 "	11.50a	10 "
45	"	620 "	10 "	2.30p	6.25a	11 "	7.00a	11 "	8.30a	11 "	11.45a	11 "
46	" "	1,120 "	11 "	2.40p	6.[illegible]0a	12 "	7.20a	12 "	8.30a	12 "	11.00a	12 "

SERVICE	AT	TORONTO	
	Proceeds of Freight Car at Railway	Delivery shipment to Cartage Terminals	Delivery shipment to Cartage
	Date Hour	Date Hour	Date Hour
2 Feb.	7.35a 2 Feb.	8.30a 2 Feb.	11.20a
3 "	7.15a 3 "	9.35a 3 "	11.45a
4 "	7.40a 4 "	8.30a 4 "	10.15a
5 "	7.10a 5 "	8.40a 5 "	10.10a
8 "	7.30a 8 "	8.35a 8 "	10.40a
9 "	7.00a 9 "	8.30a 9 "	11.00a
10 "	7.50a 10 "	9.10a 10 "	10.15a
11 "	7.00a 11 "	7.50a 11 "	10.40a
12 "	7.20a 12 "	8.45a 12 "	10.15a
2 "	7.45a 2 "	9.15a 2 "	4.15p
4 "	7.50a 4 "	9.30a 4 "	10.45a
8 "	7.10a 8 "	8.40a 8 "	11.35a
9 "	7.00a 9 "	7.30a 9 "	10.15a
11 "	7.00a 11 "	8.30a 11 "	1.45p
2 "	7.35a 2 "	9.15a 2 "	10.15a
[illegible]	[illegible]	[illegible]	[illegible]
5 "	7.10a 5 "	8.40a 5 "	11.30a
8 "	7.30a 8 "	8.40a 8 "	12.01p
9 "	7.00a 9 "	7.35a 9 "	11.20a
10 "	7.30a 10 "	9.15a 10 "	11.30a
11 "	7.00a 11 "	8.20a 11 "	11.45a
12 "	7.20a 12 "	8.20a 12 "	11.00a

ONTARIO ROYAL COMMISSION ON TRANSPORTATION

Station to station truck services in Ontario revised to October 1, 1937:

CANADIAN NATIONAL RAILWAYS

BETWEEN STATIONS			DISTANCE MILES
Kitchener	-	Brantford	43
St. Thomas	-	London	18
Hamilton	-	Burlington	8
Hamilton	-	Dundas	4
St. Catharines	-	Merritton	3
"	-	Thorold	4
Kitchener	-	Elmira	12
Toronto	-	Weston	4
"	-	New Toronto	7
"	-	Mt. Dennis	8
Oshawa-Port Perry-Bowmanville			21.9
"	-	Toronto	32
Napanee	-	Deseronto	7
Sudbury	-	Copper Cliff	3
Cobourg	-	Pt. Hope	5
Belleville	-	Picton	25

CANADIAN PACIFIC RAILWAY

Oshawa	-	Trenton	-
Oshawa	-	Whitby	-
Belleville	-	Trenton	-
Galt	-	Guelph	-

CANADIAN PACIFIC RAILWAY COMPANY

STATION FACILITIES FOR CONVENIENCE
AND COMFORT OF PASSENGERS.

Agencies	Caretakers	Shelters
Smiths Falls	Green Valley	Welsh
Carleton Place	Inkerman	Beckwith
Almonte	North Lancaster	Snadden
Pakenham	Glen Gordon	Castleford
Arnprior	Ashton	Mayhew
Braeside	Sand Point	Payne
Renfrew	Snake River	Rox
Haleys	Franktown	Govt. Road
Cobden	Bellamy	Fairfield
Meath	McAlpin	Hawkins
Pembroke	Caledonia Springs	Bells
Petawawa	Pendleton	Yule
Chalk River	Hammond	Story
Ottawa	Manotick	North Cote
Ottawa West	Oxford	Fourth Chute
Westboro		Clarke
Stittville	Crow Lake	Jelly
Brockville	Wilkinson	Summerstown
Jasper	Lens	Glen Brook
Eganville	Lonsdale	Stardale
Douglas	Grafton	Blackburn
Williamstown	Newtonville	Domville
Cornwall	Newcastle	Groveton
St. Eugene	Bathurst	Sabourin
Vankleek Hill	Maberley	Bray
Alfred	Mountain Grove	Gloucester
Plantagenet	Ivanhoe	Billings
Bourget	Indian River	Glen Norman
Leonard	Dranoel	Glen Roy
Navan	Burketon	Goldfield
Hurdman	Myrtle	Swan
Prescott	Locust Hill	Burritts
Spencerville	Dunsford	Rosedale
Bedell	Bethany	
Kemptville	Glenvale	Wilbur
Osgoode	Hartington	Barryvale
Pt. Fortune	Verona	Parham
Apple Hill	Godfrey	Kingsford
Monklands	Hinchinbrooke	Wark
Avonmore	Oconto	Smithfield
Finch	Oso	Bamford
Chesterville	Clarendon	Hungerford
Winchester	Mississippi	Tiffin
Mountain	Snow Road	Blairton
Merrickville	Folger	Asphodel
	Flower	Kendry
Peterboro	Ashdod	Brady
Cavan	Murvale	Dagmar
Pontypool		Glen Major
Claremont	Flamboro	Atha Road
Bobcaygeon	Moffatt	Brown's Corners
Lindsay	Speedwell	Fleetwood
Kingston	West Montrose	Raes
Harrowsmith	Wallenstein	Hillhead
Lavant	Millbank	Pleasant Point
Calabogie	Auburn	Ancona Point
Renfrew Jct	Erindale	Birch Point
Agincourt	Hornby	Kenstone
Havelock	Straffordville	Christie Lake
Norwood	Mt. Elgin	Manvers

Agencies	Caretakers	Shelters
Whitby	Campbellville	Millgrove
Oshawa	Puslinch	Corwhin
Bowmanville	Killean	Arkell
Port Hope	Dumfries	McNaught
Cobourg	Innerkip	Dixie
Colborne	Zorra	Christie
Brighton	Komoka	Blandford
Trenton	Appin	Crumlin
Belleville	Newbury	Lobo
Roblindale	Bothwell	Arkwood
Tichborne	Kent Bridge	Gladstone
Glen Tay	Ringold	O'Dell
Perth	Jeanette	Bennington
Sharbot Lake	St. Joachim	Uniondale
Kaladar	Beachville	Kinglake
Ardendale	Putnam	Eden
Sulphide	Harrietsville	Ostrander
Tweed	Lakeside	Salford
Bonarlaw	Vienna	Dorking
		Hesson
Waterdown So.	Bronte	Tralee
Guelph	Mount Dennis	
Ariss	Tottenham	Long Branch
Elmira	Beeton	Lakeview
Linwood	Essa	Lorne Park
Milverton	Craighurst	Elder
West Monkton	Carley	Humber
Walton	Eady	Cedar Mills
McGaw	Baxter	Palgrave
Goderich	Lovering	Mac
Cooksville	Uhthoff	Buckskin
Streetsville Jct	Coldwater	Severn Falls
Milton	Meadowvale	Darling
Guelph Jct	Snelgrove	Roderick
Galt	Cheltenham	Duffy
Ayr	Forks of Credit	Fesserton
Drumbo	Cataract	McMillan
Woodstock	Alton	Crombies
Thamesford	Fraxa	Laurel
Caradoc	Melanchton	Saugeen
Thamesville	Corbetton	Rockford
Chatham	Proton	Amaranth
Tilbury	Berkeley	Glenannan
Haycroft	Holland Centre	Glen
Belle River	Waldemar	McWilliams
Elmstead	Kenilworth	Allan Park
Walkerville Jct	Orton	Maple Hill
Ingersoll	Belwood	
Belmont	Priceville	Town Hall
Embro	Hillsburg	Snake Creek
St. Mary's	Klock	Tabaret
Port Burwell	Eau Claire	Laniel
Tillsonburg	Corbeil	Miron
Listowel	Azilda	Geoffroy
	Fabre	Wylie
Toronto Union	Shawanaga	Bass Lake
Parkdale	Pickerel	Stonecliff
West Toronto	Byng Inlet	Adelard
Don	White Fish	Bissett
Sunnyside	Worthington	Rankin
Leaside	Nairn	Calvin
New Toronto	McKerrow	Nosbonsing

Agencies	Caretakers	Shelters
Hamilton	Walford	Thorncliff
Islington	Cutler	Beaucage
Weston	Algoma	Meadowside
Woodbridge	Nestorville	Kirk
Kleinburg	Bar River	Hagar
Bolton	Pearl	Wanapitei
Alliston		Windy Lake
Midhurst		Lake Joseph
Medonte		Gordon Bay
Bala		Brignall
Orillia		Rosseau Road
Pt.McNicoll		Black Road
Midland		Otter Lake
Brampton		Dockmure
Inglewood		Carling
Orangeville		Mambert
Shelburne		Naiscoot
Dundalk		Still River
Flesherton		Bekanon
Markdale		Wanikewin
Chatsworth		Delamere
Owen Sound		Paget
Grand Valley		Dill
Arthur		Wanup
Mt. Forest		Victoria Mine
Harrison		Turbine
Fordwich		Fox Lake
Gorrie		Footbanks
Wroxeter		Willisville
Wingham		Whitefish Falls
Teeswater		McGregor Bay
Erin		Eley
Fergus		Dayton
Elora		Livingston
Durham		Glen Otter
Hanover		Portlock
Walkerton		Metagama
Port Credit		Roberts
Clarksons		Ramsay
Oakville		Woman River
Burlington		Ridout
Aldershot		Grasett
		Amyot
Chalk River		Mobert
Moor Lake		Hemlo
Mackey		Peninsula
Deux Rivieres		Neys
Mattawa		Middleton
Rutherglen		Pays Plat
Bonfield		Black Sturgeon
North Bay		Ouimet
Sturgeon Falls		Beck.
Cache Bay		
Verner		
Warren		
Markstay		
Coniston		
Romford		
Sudbury		
Chelmsford		
Larchwood		
Temiskaming		
Levack		
Kipawa		
Angliers		
Lorrainville		
Laverlochere		
Ville Marie		

Agencies	Caretakers	Shelters
		Busteed
Bearn	Dinorwic	Osterund
Parry Sound	Kaministiquia	Laclu
Nobel		Gunne
Points au Baril		Minnitaki
Britt		Barclay
Pakesley		Dyment
French River (Summer)		Bonheur
Bigwood		English River
Rutter		Savanne
Burwash		Lee
Copper Cliff		
Webbwood		
Massey		
Spanish		
Spragge		
Blind River		
Dean Lake		
Thessalon		
Bruce		
Desbarats		
Echo Bay		
Sault Ste.Marie		
Clara Belle		
Creighton		
Espanola		
Birch Island (Summer)		
Little Current.		
MacTier.		
Cartier		
Pogamasing		
Biscotasing		
Sultan		
Nemegos		
Chapleau		
Nicholson		
Dalton		
Missanabie		
Lochalsh		
Franz		
White River		
Heron Bay		
Coldwell		
Jack Fish		
Schreiber		
Rossport		
Nipigon		
Red Rock		
Hurkett		
Dorion		
Ioon		
Ingolf		
Keewatin		
Kenora		
Hawk Lake		
Vermillion Bay		
Eagle River		
Oxdrift		
Dryden		
Wabigoon		
Ignace		
Upsala		
Raith		
Finmark		
Murillo		

CANADIAN PACIFIC RAILWAY TERMINALS IN ONTARIO

Ottawa
Brockville
Cornwall
Prescott
Smiths Falls
Eganville
Chalk River
Mattawa
North Bay
Sudbury
Cartier
Chapleau
White River
Schreiber
Port Arthur
O'Donnell
Little Current
Sault Ste. Marie
Kingston
Renfrew
Trenton
Havelock
Peterboro
Bobcaygeon
Fort William
Kenora
Ignace

Toronto
Hamilton
Orangeville
Elora
Walkerton
Teeswater
Owen Sound
Port McNicoll
Midland
Orillia
MacTier
Guelph Jct
Woodstock
London Depot
Windsor
Port Burwell
Ingersoll
Ingersoll North
St. Mary's
St. Thomas
Listowel
Linwood
Goderich

FREIGHT CONNECTIONS and JUNCTION POINTS
between
CANADIAN PACIFIC RAILWAY
and
OTHER RAILWAYS IN ONTARIO

ALGOMA CENTRAL RAILWAY

Franz, Ont.
Sault Ste, Marie, Ont.

CANADIAN NATIONAL RAILWAYS

Arnprior	Guelph	North Bay	St. Mary's
Belleville	Hamilton	Orillia	St. Thomas
Bonarlaw	Harrowsmith	#Oshawa	Smiths Falls
Brampton	Ingersoll	Ottawa	Sudbury
Brighton	Inglewood	Owen Sound	Tillsonburg
Brockville	Kingston	Parkdale	Toronto
Chatham	Leaside Jct.	Parry Sound	Trenton
Cobourg	Lindsay	Pembroke	Tweed
Drumbo	London	Peterboro	Weston
Essa	Midland	Port Arthur	West Ft.William
Fergus	Milton	Port Hope	West Toronto
Galt	Mt. Forest	Prescott	Windsor (via E.T.)
Goderich	New Toronto	Renfrew Jct	Woodstock

via Oshawa R.R.

DULUTH, SOUTH SHORE & ATLANTIC RAILWAY

Sault Ste. Marie, Ont. (via Sault Ste. Marie, Mich.)

ESSEX TERMINAL RAILWAY

Windsor, Ont.

GRAND RIVER RAILWAY

Galt, Ont.

LAKE ERIE & NORTHERN RY.

Galt, Ont.

LONDON & PORT STANLEY RY.

London, Ont. (Via Can. Nat. Rys.)
St. Thomas, Ont. (via M.C.R.)

MICHIGAN CENTRAL R.R.

St. Thomas, Ont.
Tillsonburg, Ont.
Windsor, Ont.

MINNEAPOLIS, ST.PAUL & SAULT STE. MARIE

Sault Ste. Marie, Ont (via Sault Ste. Marie, Mich.)

NEW YORK CENTRAL R.R.

Finch, Ont.
Hurdman, Ont.
Prescott, Ont (via Ogdensburg, N.Y.)

OSHAWA RAILWAY

Oshawa

PENNSYLVANIA ONTARIO TRANSPORTATION CO.

Port Burwell, Ont. (via Ashtabula Harbor, Ohio.)

PERE MARQUETTE RAILWAY

Chatham, Ont.
Walkerville Jct, Ont.

TEMISKAMING & NORTHERN ONTARIO RAILWAY

North Bay, Ont.

TORONTO, HAMILTON & BUFFALO RAILWAY

Aberdeen, Ont.
Hamilton, Ont.

WABASH RAILWAY

Chatham, Ont.
St. Thomas, Ont.
Tillsonburg, Ont. (Loop Line Transfer, Ont.)

TRANSFER ARRANGEMENTS FROM CANADIAN PACIFIC RAILWAY STATIONS TO STEAMSHIP AND FERRY DOCKS OR WHARVES, TO CONNECTING LINES' STATIONS AND TO ADJACENT TOWNS, COTTAGES OR HOTELS.

Place	Transfer required between C.P.Ry.station and	Distance Miles	Name of Transfer Co or mode of Conveyance	COST: Passenger and Ordinary Baggage	COST: Passenger Only	COST: Ordinary Baggage Only	Transfer free, included in fare or charged extra	Remarks
Alliston	C.N.Ry.station	3/4	Francis Dowling	(.35 (.50	.15 one way .25 round trip		Free "	On business to or from Parry Sound and North and West Toronto and beyond.
Barrie	See Midhurst							
Brockville	Ferry Wharf in Brockville.	3/4	W.Jackson	(.25 adult (.15 child		.15	Included in fare.	
Cavan	Millbrook	5	Geo. F. Harrington	(1.50 one way (2.50 round trip			Free "	On business Leaside,Ont. and West and Perth, Ont., and east.
Hawkesbury	See Vankleek Hill.							
Ivanhoe	Madoc, Ont.	7	James C. Bird.	(.75 Adult one way (1.50 Adult round trip (.40 Child one way (.80 Child Round trip			Free " " "	On business Agincourt and west, Smiths Falls and east. Bonus of $100.00 payable quarterly providing service is satisfactory.
London	C.N.Ry. and L. &.P.S.Ry.Stn.	3/4	Wm. Bird	7.a.m. to 7.p.m. 7.p.m. to 7.a.m.		.25 .75	Free "	On business Glencoe and west and Woodstock and east.
Medonte	Coldwater(town)	2	W.C.Wylie	(.50 one way (1.00 round trip			Free "	On business to Humber and Dockmure or beyond, or vice versa.
Midhurst	Barrie.	5½	C.Hawkins	1.00 each way			Free	On business to or from Smiths Falls, Chatham, Sudbury or beyond.
Millbrook	See Cavan, Ont.							
North Bay	C.N.Ry.station		A.Bothwell			.25		On business to or from points on the T.&.N.O.Ry. or its connections, or on business received from T.&.N.O. Ry. or C.N. Rys. checked to North Bay locally.

Place	Transfer required between C.P.Ry.station and	Distance Miles	Name of Transfer Co or mode of Conveyance	Passenger and Ordinary Baggage	Passenger only	Ordinary Baggage only	Transfer free, included in fare or charged extra	Remarks
Bala	Cottages and various destinations in Muskoka Lakes District.		Steamships				Charge extra	Boats connect with trains. Docks right beside railway station. Passenger, baggage and freight service.
Owen Sound	Various boat destinations in Georgian Bay and Lake Huron.		Steamships				Charge extra	Passenger, baggage and freight service. Docks opposite railway station.
Midland	Various islands and boat destinations in Georgian Bay.		Steamships				Charge extra	Passenger, baggage and freight service. Docks opposite railway station.
Fort William	Various boat lines including C. P. Steamers		Steamships					Passenger, baggage and freight service. Docks opposite railway station.
Port Arthur	Various boat lines including C. P. Steamers		Steamships					Passenger, baggage and freight service. Docks opposite railway station.
Dryden	Connection with Aeroplane line for North		Aeroplane					Express

Place	Transfer required between C.P.Ry.station and	Distance Miles	Name of Transfer Co or mode of Conveyance	COST: Passenger and Ordinary Baggage	COST: Passenger only	COST: Ordinary Baggage only	Transfer free, included in fare or charged extra	Remarks
Peterboro	C.N.Ry.station	1/2	Ed.Reid	.25 each way				On business Leaside, Ont., and West, Perth, Ont., and east.
Point au Baril	Hotels Skerryvore Ojibway and Bellevue		J.M.Reid & J.O.Reid	1.25	1.25	.50 to .75 per piece		On business originating at Bolton, Ont., and south; and Romford, or beyond.
" " "	Cottages within agreed accessible distance.		" "	1.25	1.25	"		" " " "
" " "	Steamer dock only		" "			.10 to .25 per piece		" " " "
Prescott	Wharves of C.P.C. & P.T.Co. and and C.S.S.Lines	1/2	Wm. A.Maxam			.40 per piece	Included in fare	
Sault Ste.Marie	C.P.SS.line Docks.		G.C.Wesley	.35 each way .20 Child's ticket		.50	Included in fare	
" " "	Algoma Central Ry.		G.C.Wesley			.50	Charged for	
Tilbury	Tilbury town	1	J.F.Holmes	.25 one way .50 round trip			Free "	On business Belle River and west and Chatham and east.
Vaudreuil Hill	Hawkesbury	6	J.Lariviere	.35 for each coupon adult ticket .17½ for each coupon child's ticket.				Transferman may, for trains he is not supposed to meet regularly, collect from passengers as follows:- On business to or from Blackburn and west and Vaudreuil and east- 1 psgr $1.50 and coupon 2 psgrs each 50 cents cash and coupon 3 psgrs and more, each, one coupon only.

ROYAL COMMISSION ON TRANSPORTATION

PROVINCE OF ONTARIO

INFORMATION REQUIRED FROM STEAM AND ELECTRIC RAILWAYS

(20) Any contribution, grant, concession, or subsidy, now or heretofore enjoyed, but not already mentioned, whether governmental, municipal or otherwise.

CANADIAN PACIFIC RAILWAY COMPANY:

Cash Received From Municipalities
(as shown in "Statistics of Steam Railways")

Period 1889 to 1897	$80,500

Road Turned Over to the Canadian Pacific Railway Company as part of the Contract under which the Line to the Pacific Coast was Constructed

Pacific Railway Project (Section in Province of Ontario) - 325 miles

RAILWAYS NOW SUBSIDIARIES OF THE CANADIAN PACIFIC RAILWAY

Cash Paid by the Provincial Government
(as shown in the Ontario Sessional Papers)

Company	Year	Amount	
Algoma Eastern Rly.	1913	$250,000.00	
	1915	15,000.00	$265,000.00
Canada Central Rly.	1876		125,957.15
Credit Valley Rly.	1878	18,702.00	
	1879	436,601.00	
	1883	3,880.00	459,183.00
Kingston and Pembroke Rly.	1875	115,274.50	
	1877	98,248.00	
	1882	80,000.00	
	1883	80,000.00	
	1884	67,802.50	
	1885	9,600.00	450,925.00
Lindsay,Bobcaygeon and Pontypool Rly.	1905		52,590.00
Montreal and Ottawa Rly.	1898	60,000.00	
	1899	40,000.00	100,000.00
Toronto, Grey and Bruce Rly.	1872	118,146.00	
	1873	113,446.00	
	1874	125,110.00	
	1875	19,098.00	375,800.00
Tilsonburg,Lake Erie and Pacific Rly.	1896	31,692.00	
	1899	3,262.00	
	1900	3,262.00	38,216.00
Thessalon and Northern Ontario Rly.	1909		5,000.00
Dominion Bridge Co. (Interprovincial Bridge)	1901		50,000.00
	Total		$ 1,922,671.15

CANADIAN PACIFIC RAILWAY

Cash Received from Municipalities
(as shown in "Statistics of Steam Railways")

Company	Approximate Period	Amount
Credit Valley Rly	Prior to 1880	$1,085,000
Guelph and Goderich Rly.	1906 - 1919	86,934
Kingston and Pembroke Rly.	Prior to 1880	509,320
Lindsay, Bobcaygeon and Pontypool Rly.	1905 - 1907	73,000
Ontario and Quebec Rly.	1890 - 1892	52,500
Ottawa Northern and Western Rly. (Interprovincial Bridge)	1901	150,000
St. Mary's and Western Ontario Rly.	1908 - 1909	77,996
Tilsonburg, Lake Erie and Pacific Rly.	1900 - 1903	75,000
Toronto, Grey and Bruce Rly.	Prior to 1880	969,561
West Ontario Pacific Rly.	1893	25,000
Total		$3,104,311

Cash Paid by the Dominion Government
(as shown in the Public Accounts)

Company	Period	Amount
Algoma Eastern Rly.	1903 - 1915	$ 547,648.00
Canada Central Railway (Including compensation to municipalities)	1876 - 1884	1,557,125.00
Guelph Junction Rly.	1889	46,000.00
Kingston and Pembroke Rly.	1885	48,000.00
Lindsay, Bobcaygeon and Pontypool Rly.	1905	185,173.06
Montreal and Ottawa Rly. (Ontario proportion)	1897 - 1899	102,080.00
Ottawa Northern and Western Rly. (Interprovincial Bridge - Ontario proportion)	1885 - 1907	106,250.10
Ontario and Quebec Rly.	1888 - 1891	256,000.00
St. Mary's and Western Ontario Rly.	1909 - 1912	67,709.00
Thessalon and Northern Ontario Rly.	1912	6,112.00
Tilsonburg, Lake Erie & Pacific Rly.	1896 - 1914	150,071.48
Toronto, Grey and Bruce Rly.	1912	61,760.00
Total		$3,133,928.64

Provincial Land Grants
(as shown in "Statistics of Steam Railways")

Algoma Eastern Rly.	683,112 acres
Campbellford, Lake Ontario and Western Rly.	19 "
Georgian Bay and Seaboard Rly.	2 "
Glengarry and Stormont Rly.	2 "
Kingston and Pembroke Rly.	16 "
Ontario and Quebec Rly.	6 "
	683,157 acres

ROYAL COMMISSION ON TRANSPORTATION

PROVINCE OF ONTARIO

INFORMATION REQUIRED FROM STEAM AND ELECTRIC RAILWAYS

CANADIAN PACIFIC ELECTRIC LINES

(20) Any contribution, grant, concession, or subsidy, new or heretofore enjoyed, but not already mentioned, whether governmental, municipal or otherwise.

Cash paid by the Dominion Government
(as shown in the Public Accounts)

Company	Period	Amount
Lake Erie and Northern Railway	1914 - 1917	$320,192.00

COMPARISON BETWEEN
GROSS EARNINGS OF CANADIAN RAILWAYS
1 9 3 6

AND

EXPENSE (INCLUDING TAXES) OF PROVIDING TRACKAGE FOR OPERATION
ALL CANADIAN RAILWAYS

MAINTENANCE OF WAY & STRUCTURES	EXPENDITURE
Roadway maintenance	$ 8,424,142
Tunnels and subways	76,736
Bridges, Trestles & Culverts	2,459,798
Ties	7,002,482
Rails	3,424,290
Other track materials	2,507,240
Ballast	1,659,469
Tracklaying and surfacing	14,903,127
Fences, etc.	980,295
Roadway buildings	294,622
Signals and Interlockers	936,357
Roadway machines	531,693
Small tools and supplies	554,153
Removing snow, ice and sand	3,765,396
Assessments for public improvements	280,164
Stationery and printing	121,465
Other expense	33,651
Maintaining Jt. Yards, etc - Dr.	260,484
Superintendence 80% of $4,026,524	3,220,800
	$51,436,364
MAINTENANCE OF EQUIPMENT:	
Work equipment repairs	2,203,304
Work equipment renewals	232,043
	$ 2,435,347
TRANSPORTATION	
Signals and interlockers operation	530,855
Crossing protection	453,086
Drawbridge operation	113,860
	$ 1,097,801
Sub Total of above	$54,969,512
Split General Expense 20% to Mtce. W. &. S.	$ 2,737,800
Grand Total for Way	$57,707,312
Taxes - 1936	$ 9,837,149
Railway mileage in Canada 1936 - 42,213 miles at $25,000. per mile - $1,055,325,000. Interest on $1,055,325,000 at 4% - -	$42,213,000
GRAND TOTAL - - -	$109,757,461
Gross earnings - 1936 All Railways -	$334,768,557
Percentage Way Provision and Taxes are of Gross Earnings - -	32.79%

$25,000. a mile is an estimate of the present day reproduction cost less depreciation. Actually the figure worked out at $27,000. per mile. Included in the figure is all track and track structures but no buildings for transportation.

Montreal, Que.,
March 18th, 1938

CANADIAN PACIFIC RAILWAY
ONTARIO DISTRICT

Schedule rates of pay per mile and per day and average earnings per month for employees in Engine, Train and Yard Service, month of September, 1937.

Figures below represent basic rates with no payroll deduction - present payroll deduction 5% which gradually diminishes, and deductions cease April 1, 1938.

Classification	Schedule Rates of Pay	Average earnings Per Month
Passenger Conductors	4.72¢ per mile $7.08 per day monthly guarantee $212.40	$262.78
Freight Conductors	6.25¢ and 6.77¢ per mile and 6.25 & 6.77 daily rate	236.63
Passenger Baggagemen	3.29¢ per mile 4.94 per day monthly guarantee 148.20	201.06
Passenger Brakemen	3.10¢ per mile 4.77 per day monthly guarantee 143.10	162.16
Freight Brakemen	4.91¢ 5.31¢ per mile 4.91 - 5.31 daily rate	152.17
Yard Foremen	6.74 per day of eight hours	167.68
Yard Helpers	6.25 per day of eight hours	131.61
Passenger Engineers	6.16¢ to 6.56¢ per mile daily rate 6.16 to 6.56 dependent on weight on drivers-daily guarantee of $7.00 for each day's service performed.	273.09
Freight Engineers	6.84¢ to 8.08¢ per mile - daily rate $6.84 to 8.08 - dependent on weight on drivers	243.33
Yard Engineers	6.72 to 7.04 per day of eight hours dependent on weight on drivers	201.20
Passenger Firemen	4.56¢ to 5.04 per mile 4.56 to 5.04 daily rate - dependent on weight on drivers daily guarantee of 5.25 for each day service performed.	135.54
Freight Firemen	5.00¢ to 6.12¢ per mile, 5.00 to 6.12 daily rate - dependent on weight on drivers.	143.20
Yard Firemen	5.28 to 5.52 per day of eight hours - dependent on weight on drivers.	144.74

Count of Employees used in Working Average.

The total number of employees in service or available for service as of the middle of the month. Employees whose duties are such as to make them includible in two or more Reporting Divisions included in that Division indicated by the greater part of their time during the month.

The count not restricted to employees actually on duty as of the day of the count, but covers all employees, including employees under pay on vacations or sick leave, as well as "extra" men in train and engine service, who are subject to call for duty. Employees who are not subject to call for duty, such as employees not under pay, absent on definite leave or under suspension, and pensioners not bound to render service, are excluded.

Toronto, November 26th, 1937.

CANADIAN PACIFIC RAILWAY COMPANY

ONTARIO DISTRICT

Schedule rates of pay and compensation per week (excluding overtime) and hours worked per week for employees in Maintenance of Equipment Service.

Figures below represent basic rates with no pay roll deduction - present pay roll deduction 5% which gradually diminishes, and deductions cease April 1st, 1938.

Classification	Hours Per Week	Schedule rate of pay	Compensation per week (excluding overtime)
Gang Foremen & Gang Leaders	40	(77¢, 84¢. 89¢ per hr.) (Average 82¢ per hour)	$33.42
Blacksmiths, Boilermakers, Electricians, Machinists Moulders, Sheet Metal Workers, Coach Carmen	40	79¢ per hr.	32.17
Freight Carmen	40	72¢ per hr.	29.40
Apprentices	40	(30¢ to 74¢ per hr.) (Average 51¢ per hr.)	20.55
Helpers to Mechanics	40	(56¢ to 62¢ per hr.) (Average 56¢ per hr.)	22.88
Coach Cleaners	44	44¢ per hr.	19.68
Classified Laborers	40	(43¢ and 44¢ per hr.) (Average 43¢ per hr.)	17.81
Common Laborers	40	(41¢ and 39¢ per hr.) (Average 41¢ per hr.)	16.38

Toronto, November 27th, 1937.

CANADIAN PACIFIC RAILWAY COMPANY

ONTARIO DISTRICT

Schedule rates of pay and compensation per week (excluding overtime) and hours worked per week for employees in Transportation (other than Train, Engine and Yard Service) and Station Service.

Figures below represent basic rates with no payroll deduction - present payroll deduction 5% which gradually diminishes, and deductions cease April 1, 1938.

Classification	Hours Per Week	Schedule Rate of Pay	Compensation per week (excluding overtime)
Train Dispatchers	48	$225.00 to $257.50 per month. Avge. $255.00 per month. Note A.	$58.85
Station Agents (Sched.)	48	$129.00 to $217.00 per month. Avge. $154.00 per month. Note B.	36.24
Station Agents (Non-Sched.)	48	$160.00 to $335.00 per month. Avge. $250.00 per month. Note C.	57.69
Telegraphers and Telephoners	48	$122.00 to $160.00 per month. Avge. $139.00 per month, Note B.	32.70
Baggage, Parcel Room, Station Attendants.	48	$ 76.50 to $141.00 per month. Avge. $108.00 per month. Note B.	25.38
Baggage Porters	48	$0.47 per hour.	22.56
Gang Foreman, Freight Stations.	48	$119.00 to $215.00 per month. Avge. $142.00 per month. Note B.	32.77
Freight Checkers	48	$123.00 per month. Note B.	28.92
Callers, Loaders, Coopers and Sealers	48	$0.52 per hour.	25.96
Truckers	48	$0.50 per hour.	24.00
Janitors and Common Labourers	48	$0.39 per hour	18.72

NOTES: A - Monthly rate covers calendar days less Sundays.

B - Monthly rate covers calendar days less Sundays and the seven statutory legal holidays.

C - Monthly rates (non-schedule positions), cover all services rendered.

Toronto, Ont., 26th November, 1937.

CANADIAN PACIFIC RAILWAY
ALGOMA DISTRICT

Schedule rates of pay per mile and per day and average earnings per month for employees in Engine, Train and Yard Service, month of September, 1937.

Figures below represent basic rates with no payroll deduction - present payroll deduction 4% which gradually diminishes, and deductions cease April 1st, 1938.

Classification	Schedule Rates of Pay	Average Earnings Per Month
Passenger Conductors	4.72¢ per mile $7.08 per day monthly guarantee $212.40	$267.49
Freight Conductors	6.25¢ and 6.77¢ per mile and 6.25 and 6.77 daily rate	221.45
Passenger Baggagemen	3.29¢ per mile 4.94 per day monthly guarantee $148.20	177.98
Passenger Brakemen	3.18¢ per mile 4.77 per day monthly guarantee $143.10	169.60
Freight Brakemen	4.91¢ and 5.31¢ per mile 4.91 and 5.31 daily rate	168.20
Yard Foremen	6.74 per day of eight hours	171.35
Yard Helpers	6.25 per day of eight hours	154.97
Passenger Engineers	6.32 to 6.48¢ per mile daily rate 6.32 to 6.48 dependent on weight on drivers - daily guarantee 7.00 for each day's service performed	284.09
Freight Engineers	6.84¢ to 8.08¢ per mile - daily rate 6.84 to 8.08 - dependent on weight on drivers	285.54
Yard Engineers	6.88 to 7.04 per day of eight hours - dependent on weight on drivers	195.72
Passenger Firemen	4.56¢ to 5.04¢ per mile 4.56 to 5.04 daily rate - dependent on weight on drivers daily guarantee of $5.25 for each day service performed	218.99
Freight Firemen	5.00¢ to 6.12¢ per mile, 5.00 to 6.26 daily rate - dependent on weight on drivers	169.53
Yard Firemen	5.40 to 5.52 per day of eight hours - dependent on weight on drivers	153.65

Count of Employees used in Working Average

The total number of employees in service or available for service as of the middle of the month. Employees whose duties are such as to make them includible in two or more Reporting Divisions included in that Division indicated by the greater part of their time during the month.

The count not restricted to employees actually on duty as of the day of the count, but covers all employees, including employees on vacations or sick leave, as well as "extra" men in train and engine service, who are subject to call for duty. Employees who are not subject to call for duty, such as employees not under pay, absent on definite leave or under suspension, and pensioners not bound to render service, are excluded.

NORTH BAY, January 6th, 1938

CANADIAN PACIFIC RAILWAY

ALGOMA DISTRICT

Schedule rates of pay and compensation per week (excluding overtime) and hours worked per week for employees in Maintenance of Equipment Service

Figures below represent basic rates with no payroll deduction - present payroll deduction 4% which gradually diminishes, and deductions cease 1st April, 1 9 3 8.

Classification	Hours per Week.	Schedule Rate of Pay	Compensation per week (excluding overtime)
Gang Foremen and Gang Leaders	40	77¢ per hour	$31.31
Blacksmiths, Boilermakers, Electricians, Machinists, Moulders, Sheet Metal Workers, Coach Carmen	40	79¢ per hour	32.13
Freight Carmen	40	72¢ per hour	29.28
Apprentices	40	(30¢ to 74¢ per hour) (Average 51¢ per hour)	20.74
Helpers to Mechanics	40	(56¢ to 62¢ per hour) (Average 56¢ per hour)	22.77
Coach Cleaners	40	44¢ per hour	17.89
Classified Labourers	40	(43¢ and 44¢ per hour) (Average 43¢ per hour)	17.20
Common Labourers	40	(41¢ and 39¢ per hour) (Average 41¢ per hour)	16.40

NORTH BAY, ONT., 6th JANUARY, 1938.

CANADIAN PACIFIC RAILWAY

ALGOMA DISTRICT

Schedule rates of pay and compensation per week (excluding overtime) and hours worked per week for employees in Transportation (other than Train, Engine and Yard Service) and Station Service.

Figures below represent basic rates with no payroll deduction - present payroll deduction 4% which gradually diminishes and deductions cease 1st April, 1 9 3 8.

Classification	Hours per Week.	Schedule Rate of Pay	Compensation per week (excluding overtime)
Train Dispatchers	48	$257.50 & $260.00 per mo. Avge. $258.75 per mo. Note A.	$59.64
Station Agents (Sched.)	48	$137.00 to $234.00 per mo. Avge. $154.17 per mo. Note B.	35.59
Station Agents (Non-Sched)	48	$270.00 per month. Note C.	62.31
Telegraphers and Telephoners	48	$132.00 to $167.00 per mo. Avge. $147.62 per mo. Note B.	34.07
Baggage, Parcel Room, Station Attendants	48	$113.00 to $130.00 per mo. Avge. $121.50 per mo. Note B.	28.04
Baggage Porters	48	$0.47 per hour	22.56
Gang Foremen, Freight Stations	48	$128.00 to $133.00 per mo. Avge. $131.33 per mo. Note B.	30.31
Freight Checkers	48	$110.00 to $115.00 per mo. Avge. $113.33 per mo. Note B.	26.15
Callers, Loaders, Coopers and Sealers	48	$0.50 to $0.51 per hour Avge. $0.50½ per hour.	24.24
Truckers	48	$0.49 per hour.	23.52
Janitors and Common Labourers	48	$0.43 per hour	20.57

NOTES:

A - Monthly rate covers calendar days less Sundays.

B - Monthly rate covers calendar days less Sundays and the seven statutory legal holidays.

C - Monthly rates (non-schedule positions) cover all services rendered.

NORTH BAY, ONT., 6th JANUARY, 1938.

CANADIAN PACIFIC RAILWAY

GREAT LAKES STEAMSHIP SERVICE

WAGES SCHEDULE
(S/Ss ASSINIBOIA AND KEEWATIN)

			per month
(1)	Master	$4,125.00 per annum	$515.62
(1)	First Mate	1,700.00 per season	226.66
(1)	Second Mate		130.00
(2)	Wheelsmen		85.00
(1)	Boatswain		85.00
(2)	Lookouts		65.00
(2)	Watchmen		65.00
(6)	Deckhands		55.00
(1)	Chief Engineer	$3,000.00 per annum	333.33
(1)	Second Engineer		195.00
(1)	Third Engineer		125.00
(4)	Oilers		85.00
(8)	Firemen		80.00
(2)	Watertenders		85.00
(1)	Purser	$2,050.00 per annum	256.25
(1)	Chief Steward	2,000.00 per annum	250.00
(1)	Second Steward		105.00
(1)	Baggageman		75.00
(1)	Stewardess		45.00
(6)	Waiters		65.00
(1)	Cabinwatchman		65.00
(2)	Mess Room Waiters		55.00
(1)	Chef		140.00
(1)	Second Cook		105.00
(1)	Third Cook		85.00
(1)	Fourth Cook		80.00

(51) - Each Vessel.

- - - - - - - - - - -

(Extra Crew during Passenger Season)

(1)	Porter	50.00
(2)	Ass't. Stewardesses	40.00
(6)	Bellboys	20.00
(10)	Waiters	50.00
(1)	Silverman	50.00
(1)	Baker	105.00
(1)	Head Pantryman	85.00
(4)	Ass't. Pantrymen	75.00

(26) - Each Vessel.

Full Passenger Crew each Vessel - 77 persons.

CANADIAN PACIFIC RAILWAY

GREAT LAKES STEAMSHIP SERVICE

Crews' Working Conditions
(S/Ss ASSINIBOIA AND KEEWATIN)

Captains, Chief Engineers, Chief Stewards and Pursers are paid on an annual basis. First Mates on a seasonal basis. The balance of the crews - 2nd Mates, 2nd Engineers, 3rd Engineers, Deck and Engine Room Petty Officers, Deckhands, Firemen, Waiters and Galley Crews are engaged on a calendar monthly basis, including bed and board while vessels are fitting-out, in commission, or laying-up. Officers, Petty Officers and crews work every day, Sundays included, while the ships are in commission. - There is no "overtime" or "Sunday" rates, - nor vacation with pay.

Captains, Chief Engineers, Chief Stewards and Pursers have no set tour of duty, but have to be, and are, "on call" continuously while the vessels are on a voyage.

Mates, Junior Engineers, Deck and Engine Room Petty Officers work watches of 7 and 5 hours respectively. Deckhands average about nine hours per day, but are subject to be called as required, such as for docking or undocking, irrespective of the hour. Firemen work three hours on watch, or a total of six hours in each day of 24 hours. Stewards' crews have to get their work done daily, but may be allowed a period off each day.

There is no schedule or agreement with regard to wages or working conditions, except the usual ship's Articles.

CANADIAN PACIFIC RAILWAY

GREAT LAKES STEAMSHIP SERVICE

WAGES SCHEDULE
(S/S MANITOBA)

			per month
(1)	Master	$3,850.00 per annum	$481.25
(1)	First Mate	1,700.00 per season	226.66
(1)	Second Mate		130.00
(2)	Wheelsmen		85.00
(2)	Lookouts		65.00
(2)	Watchmen		65.00
(6)	Deckhands		55.00
(1)	Chief Engineer	$2,600.00 per annum	288.89
(1)	Second Engineer		175.00
(2)	Oilers		85.00
(6)	Firemen		80.00
(1)	Purser	$1,950.00 per annum	243.75
(1)	Chief Steward	1,900.00 per annum	237.50
(1)	Second Steward		100.00
(1)	Baggageman		60.00
(1)	Stewardess		45.00
(2)	Bellboys		20.00
(3)	Waiters		50.00
(1)	Cabinwatch		50.00
(1)	Chef		115.00
(1)	2nd Cook		105.00
(1)	Head Pantryman		85.00
(1)	Mess Room Waiter		55.00
(40)			

Extra Crew during Passenger Season

(1)	Porter	40.00
(1)	Ass't. Stewardess	40.00
(2)	Bellboys	20.00
(7)	Waiters	50.00
(1)	Silverman	50.00
(1)	Baker	105.00
(1)	3rd Cook	85.00
(2)	Ass't. Pantrymen	65.00
(16)		

Full Passenger Crew - 56 persons.

CANADIAN PACIFIC RAILWAY

GREAT LAKES STEAMSHIP SERVICE

Crews' Working Conditions
(S/S MANITOBA)

- - - -

Captain, Chief Engineer, Chief Steward and Purser are paid on an annual basis. The First Mate on a seasonal basis. The balance of the crew - 2nd Mate, 2nd Engineer, Deck and Engine Room Petty Officers, Deckhands, Firemen, Waiters and Galley Crew are engaged on a calendar monthly basis, including bed and board while the vessel is fitting-out, in commission, or laying up. Officers, Petty Officers and crew work every day, Sundays included, while the ships are in commission. There is no "overtime" or "Sunday" rates, - nor vacation with pay.

Captain, Chief Engineer, Chief Steward and Purser have no set tour of duty, but have to be, and are, "on call" continuously while the vessel is on a voyage.

Mates, Junior Engineers, Deck and Engine Room Petty Officers work watches of seven and five hours respectively. Deckhands average about nine hours per day, but are subject to be called as required, such as for docking or undocking, irrespective of the hour. Firemen work three hours on watch, or a total of six and nine hours (alternate days) in each day of 24 hours. Stewards' crew have to get their work done daily, but may be allowed a period off each day.

There is no schedule or agreement with regard to wages or working conditions, except the usual ship's Articles.

CANADIAN PACIFIC RAILWAY COMPANY - ONTARIO DISTRICT

MEMORANDUM REGARDING COMPENSATION OF STEAM RAILWAY EMPLOYEES:

PASSENGER SERVICE:

Conductor, Baggageman and Brakeman, Train No. 21.
Toronto - Detroit, October 30th, 1937.

Reported for duty 8.00 a.m. off duty 2.45 p.m. - time on duty 6'45"

Mileage	227	
Special allowance take train through tunnel	10	
Total miles paid		237
Total hours		6'45"

Conductor's earnings	$11.18
Baggageman's "	7.80
Trainmen's "	7.54

Engineer and Fireman, Train No. 21.
Toronto - London, October 30th, 1937.
(Engine runs through Toronto to Windsor, but engine crews change at London.)

Reported for duty 7.30 a.m. off duty 12.10 p.m.- time on duty 4'40"

Preparatory time	30"	10 miles
Time ordered in advance	15"	5 "
Road time	3'20"	115 "
Change-off time	20"	7 "
Total	4'25"	137 miles

Engineer's earnings	$8.66
Fireman's "	6.69

FREIGHT SERVICE:

Conductor, Brakeman - Second train No. 88 and Extra,
Owen Sound to Saugeen and return, November 19th, 1937.

Reported for duty 8.00 a.m. off duty 4.45 p.m. - time on duty 8'45"

Initial terminal time -	3'25"	- 43 miles
Road time -	4'35"	- 78 "
Final terminal time ($1\frac{1}{2}$) -	45"	- 14 "
Total	8'45"	- 135 miles

Conductor's earnings	$8.96
Two Brakemen's earnings	7.03

Engineer and Fireman, train No. 88 and extra,
Owen Sound to Saugeen and return, November 16th, 1937.

Reported for duty 7.45 a.m. off duty 5.15 p.m. time on duty 9'30"

Preparatory time	30"	6 miles
Initial terminal time	3'15"	41 "
Road time	4'30"	78 "
Final terminal time	45"	12 "
Final inspection ($1\frac{1}{2}$)	30"	9 "
Total	9'30"	146 miles.

(cont'd)

Canadian Pacific Railway Company,
Memorandum regarding Steam Railway Employees.

Engineer's earnings	$11.24
Fireman's "	8.40

Conductor, Brakeman, Train No. 905 second, October 30th, 1937, Trenton - Lambton. Mileage paid to Leaside - Terminal time to Lambton.

Reported for duty 2.10 a.m. off duty 7.35 a.m. time on duty 5'25"

Preparatory time	30"	Nil
Road time	3'00"	104 miles
Final Terminal	1'40"	21 "
	5'10"	125 miles

Conductor's earnings	$7.81
Two Brakemen's earnings	6.14

Engineer and Fireman train No. 905, October 30th, 1937. Trenton - Lambton.

Reported for duty 1.55 a.m. off duty 8.05 a.m. time on duty 6'10"

Preparatory time	30"	6 miles
Road time	3'00"	104 "
Final terminal time	1'40"	21 "
Final inspection	30"	6 "
Total	5'40"	137 miles

Engineer's earnings	$10.14
Fireman's "	7.62

TORONTO, ONT.,
13th December, 1937.

Canadian Pacific Railway Company

Employees in Ontario

At 30th November, 1937.

DEPARTMENT		
Operating		
Enginemen	1,189	
Trainmen	1,133	
Yardman	483	
Shop, Roundhouse & Car	2,111	
Yardmasters	44	
Maintenance of Way, including Track, Bridge & Building, and Signal	2,163	
Stations	1,647	
Offices	221	8,991
Communications		681
Hotel		751
Sleeping, Dining & Parlour Cars		302
Investigation		84
Freight Traffic		56
Passenger Traffic		196
Fuel		114
Stores		61
Miscellaneous Departments in Union Station, Toronto		212
	GRAND TOTAL.....	11,448

TORONTO, 10th January, 1938.

ROYAL COMMISSION ON TRANSPORTATION

PROVINCE OF ONTARIO

CANADIAN NATIONAL RAILWAYS

QUESTION 20 - Of Questionnaire issued by Dalton Wells, Secretary of Commission, under date of November 2, 1937.

QUESTION - Any contribution, grant, concession, or subsidy, now or heretofore, enjoyed, but not already mentioned, whether governmental, municipal or otherwise.

ANSWER - Subsidies to Canadian National Railways in Province of Ontario and Municipalities in Ontario.

Cash Subsidies			Land Grants - acres	
Dominion	Provincial	Municipal	Dominion	Provincial
$26,689,683	$5,780,302.	$6,529,553.	Nil	644,435.

Note:- Statistics shown above abstracted from "Statistics of Steam Railways of Canada" for the year ended December 31, 1936, published by Department of Trade and Commerce, Dominion Bureau of Statistics, Transportation and Public Utilities Branch.

May 28th, 1938.

S T A T E M E N T

prepared

by

THE TORONTO STAR

for the consideration of

THE ROYAL COMMISSION ON TRANSPORTATION,
ONTARIO.

Toronto, January, 1937.

THE TRANSPORTATION PROBLEM AND THE TORONTO STAR.

Since the founding of the Toronto Daily Star in 1892, one of the chief problems which the newspaper has had to face during the past forty-five years has been the problem of transportation. In the publishing of a newspaper many articles must be transported. The chief of these are the printers' ink, the newsprint, and finally the newspapers. These articles must be transported speedily, safely, and at regular times. A newspaper has been frequently described as the most perishable of all commodities. A newspaper which is twenty-four hours old is valueless; and in the case of an evening newspaper, where varying editions appear on the streets during the afternoon and evening, one hour, or two, may represent the complete existence of each edition from the standpoint of a salable product. Moreover, a newspaper must be published, without fail, every day except Sundays and certain holidays; and each edition must appear on the streets at its regular scheduled time. It is evident, therefore, that in selecting the modes of transporting the component materials and the finished product the greatest care must be taken to ensure regularity, scheduled departures and arrivals, safety and speed in delivery.

GROWTH IN CIRCULATION

The problems of transportation in the case of the Toronto Star have increased in number and degree with the increase in circulation of the daily paper and with the publication as well of the Star Weekly. Table I shows the average daily circulation of the Toronto Daily Star and the Star Weekly since their formation.

TABLE I - CIRCULATION FIGURES

Year	Toronto Daily Star
1893	7,170
1894	7,158
1895	8,308
1896	11,553
1897	10,161
1898	8,491
1899	7,446
1900	9,860

(Table I contd.)

Table I (Contd.)

Year	Toronto Daily Star	Star Weekly
1901	10,558	
1902	13,396	
1903	19,191	
1904	28,375	
1905	37,077	
1906	41,425	
1907	46,463	
1908	54,933	
1909	62,582	
1910	68,440	15,132 (9 mos.)
1911	73,975	16,887
1912	74,496	22,353
1913	82,037	26,541
1914	92,740	37,568
1915	108,003	54,030
1916	99,755	53,816
1917	94,312	57,176
1918	82,578	67,232
1919	88,724	84,527
1920	94,328	109,604
1921	99,222	139,639
1922	111,948	142,221
1923	126,992	151,237
1924	134,570	157,106
1925	133,889	179,478
1926	136,362	185,909
1927	150,809	194,580
1928	168,654	200,955
1929	173,196	206,802
1930	174,181	212,828
1931	190,626	227,608
1932	209,994	238,834
1933	210,788	234,768
1934	225,084	291,708
1935	247,114	314,144
1936	248,969	345,402
1937	247,088	324,176

The present annual consumption of newsprint is approximately 33,000 tons a year, or an average of 110 tons a day, for both the Toronto Daily Star and the Star Weekly. The requirements of the rotogravure add about 1,000 tons additional per year. It is interesting to note that before 1900 the annual consumption was only about 150 tons.

USE OF MOTOR TRUCKS

In the transportation of the printers' ink, newsprint, and the newspapers, the Toronto Star makes use at the present time of the railways, the express and freight companies, its own fleet of trucks, transport and trucking companies, and, on occasion, aeroplanes. In view of the regularity required in the operations of the newspaper, a regularity not exceeded even by the requirements of railways, no one method of transportation is sufficient or

adequate. Reliance must be placed upon all means of transportation available.

In the early days of the Company, the railway, the horse and wagon, and the bicycle, afforded almost the only methods of transportation. But with the introduction of the motor truck a valuable supplement was found, which increased in importance, and which soon proved itself indispensable. The growth in the size of the Toronto Star fleet of motor trucks is shown in the following table:-

TABLE II

COMPARATIVE FIGURES ON THE TORONTO STAR LIMITED AUTOS & TRUCKS, FROM 1930 to 1937, INCLUSIVE

Year	Trucks	Trailers & Semi-Trailers	Dollies	Passenger Cars
1930	34			7
1931	36			8
1932	46	1		7
1933	50	1		7
1934	50	1		9
1935	56	1		10
1936	56	7	2	9
1937	59	8	2	11

WAGES AND WORKING CONDITIONS

For all City delivery, and for delivery to points throughout the Province which can be reached within five or six hours' driving time, the motor truck has proved itself entirely satisfactory. The Toronto Star has made a practice of engaging competent, well paid drivers, and of working them reasonable hours, based upon a forty-eight hour week. The factors of dependability and safety are stressed in the hiring of truck operators. Full data as to wages, hours and general working conditions and awards for perfect driving are given in Table III.

TABLE III

WAGES, HOURS AND WORKING CONDITIONS

Total number of Employees engaged in connection with the operation and repairs of our motor vehicles - 102

	No.	Maximum Weekly Wage	Minimum Weekly Wage	Average Weekly Wage	Value of additional remuneration for bonuses and awards - figured on an average weekly basis	
		$	$	$		
Foreman	1			35.00	$ .67	
Despatchers	2	35.00	35.00	26.36	1.40	$1.96
Drivers	46	32.00	23.00			
Helpers on Trucks	36	21.00	13.00	13.43	.25	.29
Stockkeeper & Clerk	2	26.00	22.00	24.00	.42	.50
Mechanics	10	32.00	25.00	29.18	.48	.62
Mechanics' Helpers	4	20.00	15.00	18.00	.29	.38
Janitor	1	21.00	21.00	21.00	.40	

The hours of labour are based on a 48 hour week.

We have no seasonable fluctuations of employment.

The men are allowed one or two weeks holidays each year with pay.

No deductions are made from their pay for sickness.

The road expenses are paid for the drivers on trip to Hamilton, also hotel bill during lay off for rest in Cornwall.

All Employees receive a bonus of one week's pay at Christmas time.

In the matter of fines for speeding, etc., $1.00 of the fine is assessed against the driver as a precautionary measure, and a matter of discipline.

The longest two man schedule is 320 miles.

Awards are made to Drivers for perfect or no accident driving. These amount to:--

		Drivers receiving awards -12 months ending Sept. 30 1937
First year.....	50.00	11
Second year.....	60.00	6
Third Year.....	70.00	1
Fourth and succeeding year....	75.00	3
		27

COSTS OF OPERATION

With respect to its own trucking operations, the Toronto Star has endeavoured to maintain as accurate cost records, with regard to wages, equipment, fuel and loads, as possible, and it is hoped that these records will prove valuable from a comparative standpoint.

Complete statistics as to costs of operation, kinds of vehicles used, mileage travelled, and loads carried, appear in the following table. (In fairness to the manufacturers, names of makes of vehicles are omitted).

TABLE IV

TRUCK STATISTICS

TRUCKS:-			Tons									
28	7,700	1929	2½	16,000	8,300	Bowmanville	24,978	3,180.1	15.46	$3,859.43	$1.21	
29	4,520	1929	1½	8,000	3,480	City Del.	14,956	1,602.4	18.48	2,935.37	1.83	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
31	4,520	1929	1½	8,000	3,480	City Del.	18,832	1,909.5	14.43	2,913.66	1.53	
32	4,520	1929	1½	8,000	3,480	City Del.	15,583	1,613.4	15.57	2,888.65	1.79	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
39	2,780	1929	¾	3,900	1,120	City Del.	15,473	993.25	18.96	2,519.83	2.54	
40	3,900	1930	¾	6,000	2,100	City Del.	16,825	1,553.55	15.49	2,611.62	1.68	
41	3,900	1930	¾	6,000	2,100	City Del.	20,204	1,766.25	16.59	2,829.58	1.60	
42	3,900	1930	¾	6,000	2,100	City Del.	13,987	1,695.6	15.98	2,724.41	1.61	
43	3,900	1930	¾	6,000	2,100	City Del.	14,743	1,522.45	18.02	2,641.21	1.73	
44	5,500	1930	1½	10,000	4,500	N.of Guelph	34,678	3,599.45	12.71	3,930.86	1.09	
45	5,500	1930	1½	10,000	4,500	City Del.	13,624	1,820.3	12.64	3,200.50	1.76	
46	6,150	1930	1½	10,000	3,850	City Del.	10,469	2,123.15	17.26	2,894.59	1.36	
47	5,500	1930	1½	10,000	4,500	City Del.	18,860	2,123.1	12.24	3,688.08	1.74	
48	4,920	1930	1½	8,000	3,080	City Del.	25,635	2,703.15	13.34	3,216.56	1.19	
49	4,920	1930	1½	8,000	3,080	Oakville	18,397	2,530.7	15.67	2,995.97	1.18	
51	7,540	1930	2	14,000	6,460	Sutton	29,560	3,527.3	14.50	3,965.74	1.12	
52	6,800	1931	2	12,000	5,200	City Del.	11,434	1,619.85	14.49	3,269.05	2.02	
53	6,800	1931	2	12,000	5,200	City Del.	11,057	1,442.7	14.19	3,128.91	2.17	
54	5,900	1931	2	10,000	4,100	City Del.	17,612	1,828.85	15.53	3,113.87	1.70	
55	5,900	1931	2	10,000	4,100	City Del.	14,270	1,734.35	18.95	3,025.63	1.74	
56	5,900	1931	2	10,000	4,100	City Del.	12,607	1,593.3	19.20	2,831.97	1.78	
57	5,900	1931	2	10,000	4,100	City Del.	15,645	1,601.85	14.21	3,028.26	1.89	
59	5,620	1929	2	10,000	4,380	City Del.	13,109	1,472.95	15.21	3,053.85	2.07	
60	5,620	1929	2	10,000	4,380	City Del.	15,379	1,653.55	15.92	3,027.04	1.83	
62	4,475	1932	1½	10,000	5,525	City Del.	10,899	1,406.	25.97	2,673.86	1.90	
63	4,475	1932	1½	10,000	5,525	City Del.	7,388	947.35	34.54	2,491.93	2.63	
64	4,475	1932	1½	10,000	5,525	City Del.	11,285	1,425 6	22.89	2,699.66	1.89	
65	4,475	1932	1½	10,000	5,525	City Del.	11,730	1,475.2	27.05	2,628.27	1.78	
66	4,600	1930	¾	6,000	1,400	City Del.	12,377	1,590.85	19.51	2,979.80	1.87	
68	4,520	1929	1½	8,000	3,480	City Del.	11,479	1,068.35	17.85	2,798.09	2.62	
69	10,280	1934	5	20,000	9,720	Kitchener	40,861	5,476.8	11.17	6,463.95	1.18	
70	9,750	1934	5	20,000	10,250	Penetang	53,997	7,464.8	11.27	7,201.09	.96	
71	7,990	1935	2	12,000	4,010	City Del.	37,869	3,716.5	16.42	4,712.61	1.27	
72	7,990	1935	2	12,000	4,010	Port Credit	32,191	3,240.7	17.14	4,454.55	1.37	
73	7,990	1935	2	12,000	4,010	Owen Sound	51,542	4,725.75	11.90	5,074.33	1.07	
74	7,990	1935	2	12,000	4,010	Huntsville	37,420	3,890.75	14.18	4,693.40	1.21	
[illegible]	[illegible]	[illegible]	1½	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
84	3,900	~~[illegible]~~ 1930	¾	6,000	2,100	City Del.	6,810	572.8	20.16	[illegible]	[illegible]	
85	-3,010	1937	Sed. Del.	3,900	890	Palermo	12,776	678.7	12.67	[illegible]	[illegible]	
86	4,650	1937	T16A	1½ 8,000	[illegible]	City Del.	7,067	[illegible]	[illegible]	[illegible]	[illegible]	
TRACTORS:-												
[illegible]	7,500	1935	Tractor	14,000	[illegible]	North Bay	24,890	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	6,760	1935	Tractor	14,000	[illegible]	City-P.H.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	4,610	1936	Tractor	12,000	[illegible]	City-P.H.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	4,675	1936	Tractor	12,000	[illegible]	City-P.H.	15,585	[illegible]	20.86	3,515.57	1.41	
T80	7,500	1936	Tractor	20,000	12,700	Hamilton Suburbs	15,856	2,517.5	25.79	3,826.21	1.52	
T77	10,350	1936	4 Wheel Drive	24,000	13,650	Thorold P.H.	38,764	5,455.3	17.21	7,519.47	1.38)	Fuel
T81	8,470	1936	Tractor	20,000	11,530	North Bay	33,331	3,130.8	15.95	5,666.94	1.81)	Oil
T82	10,350	1937	4 Wheel Drive	24,000	13,650	Thorold P.H.	15,652	2,154.8	32.09	5,022.02	2.33)	Used
T88	10,350	1937	4 Wheel Drive	24,000	13,650	Cornwall	20,314	2,205.	23.10	4,691.63	2.13)	

Truck No.	Weight	Year	Model	Gross Weight	Load	Type of Service	Miles Run	No. Gals. Gasoline	Total Cost per Mile	Total Operating Cost	Cost of Operation per Gal. G[illegible]
TRAILERS:-											
ST1	3,060	1935	Semi-Tr.	12,000	8,940		31,138	-	3.09	$1,187.62	-
2	2,850	1935	"	12,000	9,150		38,966	-	2.14	1,493.15	-
3	9,000	1936	"	20,000	11,000		39,081	-	4.30	2,211.19	-
4	4,890	1936	"	20,000	15,110		22,030	-	8.30	1,594.48	-
5	4,880	1936	"	20,000	15,120		28,651	-	6.69	1,604.47	-
6	3,030	1936	"	12,000	8,970		9,832	-	12.31	1,052.89	-
7	6,600	1937	"	20,000	13,400		15,221	-	8.39	1,276.84	-
8	7,040	1937	"	20,000	12,960		32,450	-	4.67	1,516.06	-
D1	2,150	1936	Single D.	10,000	7,850		6,865	-	11.67	861.45	-
2	3,540	1936	Tand. Dolly	15,000	11,460		44,934	-	3.34	1,359.89	-
TRUCKS:-											
K3	6,540	1931		11,200	4,660	In Hamilton	No record available	No Records available.			
4	4,660	1933		8,000	3,340	In London	- "	"	"	"	
8	5,000	1935		8,000	3,000	In Kingston	12,618	- No further records available			
10	4,650	1937		8,000	3,350	In St. Cath.	11,080	"	"	"	"
11	4,650	1937		8,000	3,350	In Hamilton	7,240	"	"	"	"
35	3,010	1937	Del. Sedan	3,900	890	City Circ. Delivery	12,686	"	"	"	"

Key - Items included in cost of operation:--

Gas or Fuel Oil used
Oil - Engine used
Garage Labor and Repair Parts
Tires and Tubes
Interest at 6%
Depreciation - Government Rates for Income Tax Return
Insurance - Fire only
Licenses
Accident Repair Costs & Claims
Driver & Garage Overhead:-
Wages - Drivers, Helpers and undistributed Garage Wages
Supplies
Country Garage Rentals
Municipal Business Taxes
Rental Charge
Heat, Light, Power and Water
Telephoning and Telegraphing
Miscellaneous Items Expense

Note 1. - Fire insurance only carried on our trucks. Cargo insurance, public liability, and property damage assumed by The Toronto Star Limited in connection with the operation of Starways Limited. This was authorized by the Dept. of Highways under date of September 14, 1936.

Note 2. - Trucks are depreciated at the rates allowed in the Dominion Income Tax Return.
1st year, 25%; 2nd year, 20%; 3rd year, 20%; 4th year, 20%
Loss, if any, on the turning in of the Truck, is allowed as an expense. Trucks purchased at any time before the 1st October and September 30th following are depreciated on the basis of one full year's depreciation of 25%, providing that they were in operation before the end of our fiscal year, which is September 30th.

Note 3.- Our Trucks are used exclusively in the delivering of our Newspapers with the following exceptions.

Tractors 75 and 81 originally used on the North Bay run to deliver Newspapers, now used to haul newsprint and other freight shipments for the Star from the Railway Freight Sheds to the Star Building.

Tractor 76 used to haul Newsprint from the Railway Freight Sheds to the Star Building.

Tractors 77 and 87 used to deliver Newspapers to the Niagara District and to haul return loads of Newsprint from Thorold.

Tractors 78 and 79 used in the transportation of Newspapers and also hauling Newsprint from the Railway Freight Sheds to the Star Building.

Tractor 88 used for transporting Newspapers on the Cornwall route, transferring portion of load at Cornwall for delivery to Ottawa and Montreal. Commercial freight handled both on the out and inward trip by Starways Limited under Class D License; also handles certain supplies for The Toronto Star Limited en route from Montreal.

Note 4. - The following contracts are in existence with other companies for the pick up and delivery of freight:-

A verbal agreement with the Norman's Transfer Limited re picking up freight in Montreal and transferring it at Cornwall for delivery in Toronto, and the picking up of Newspapers at Cornwall for delivery in Montreal. A verbal agreement with the Alexander's Transport Lines to pick up Newspapers at Cornwall and deliver them in Ottawa. The Toronto Star Limited handles the pick-up and delivery service for Starways Limited in Toronto at 7¢ per cwt.

FORMATION OF STARWAYS LIMITED

One of the heavy expenses in the newspaper business is the necessity of maintaining adequate, up-to-date equipment, which chiefly carries loads only one way, and then must return empty. Accordingly, in 1931, a transport division of the Toronto Star was organized and operated for several months between Toronto and such points as Brampton, Kitchener, Guelph and Bowmanville. During that time the public necessity and convenience of the service was demonstrated by the fact that shipments were made by such firms as Canada Packers, Woelfle Shoe Company (Kitchener), Hewitson Shoe Company (Brampton), and Georgetown Floral. To these shippers the idea of a regular daily schedule, and a prompt, efficient service, made a strong appeal. This was prior to the going into effect of the Public Commercial Vehicles Act.

With the introduction of the Public Commercial Vehicles Act, a license was at first refused on two grounds: (1) that only a one-way service was being offered, and (2) that the Toronto Star was a publishing company, and licenses could be issued only to companies engaged in the transport business. As a result, a small, separate, subsidiary Company, all the stock in which was owned by the Toronto Star, was incorporated under

the name of Starways Limited, to hold P.C.V. licenses, and to operate part of the Toronto Star Fleet under a leasing arrangement. In March, 1936, the transfer to the new Company of a Class "C" license was approved by the Department, and operations were carried on under that license.

However, it was found that the limitation of a "full load" under a Class "C" license limited the amount of freight available; particularly as most of the freight movement was out of Toronto, and thus trucks partially loaded with newspapers could take no other freight on outgoing trips. There is usually reserve capacity for outgoing shipments as well as empty trucks for incoming shipments. Accordingly, application was then made for the issuance of a Class "D" license. Contracts with several shippers were filed, shippers who desired to take full advantage of (1) the regularity of the service which Starways could offer; (2) the responsibility of the Company, and the up-to-dateness of its equipment; (3) the efficient and well-paid drivers employed by the Company. In addition, it was found that advertisers in the Toronto Star frequently requested that cargoes be carried for them, at fair rates, because they had confidence in the dependability of the service offered. A Class "D" license was at first refused, but was later granted by the Department following letter dated April 1st, 1937 from the P.C.V. division of Motor Vehicles Branch of Department of Highways on the condition that the Class "C" license be given up and cancelled. This was done, and any operations at present carried on are in full compliance with the Class "D" license which was issued. Three tractors, one operating in Toronto only, one dolley, and three semi-trailers are made use of by Starways Limited.

In Table V is set out a list of the shippers for whom shipments are from time to time made by Starways Limited under its Class "D" license, and contracts with whom are filed with the Department.

TABLE V

LIST OF SHIPPERS WITH WHOM CONTRACTS NOW ON FILE UNDER CLASS "D" LICENSE.

The Canada Metal Co. Ltd., Toronto.
The Canada Packers Limited, Toronto.
The Canadian Industries Limited, Toronto.
The British American Oil Company Limited, Toronto.
Howard Smith Paper Mills, Limited, Cornwall.
Samuel Hisey and Son, Toronto.
The Curtis Publishing Co., Philadelphia and Toronto.
The Toronto Star Limited, Toronto.

RATES CHARGED BY STARWAYS

In determining the rates to be charged, Starways is guided by "Motor Freight Classification No. I", issued 2nd July, 1937, for shipments under 8,000 pounds; competitive transport rates are quoted on contracts, which are never knowingly under equivalent rail carload rates. Roughly, L.C.L. rates are charged elsewhere. In Table VI appears a list of typical shipments, showing the rates charged, classes of goods, and points between which deliveries were made.

TABLE VI

TYPICAL SHIPMENTS HANDLED BY STARWAYS LIMITED.

Date	Shipper	Shipped	Weight	Rate	Class of Goods	Charge
1937 Apr. 24	Canada Packers Ltd.	To Oshawa	8000 lbs.	8.75¢ cwt.	Fertilizer	$7.00
Apr. 30	Canada Metal Co. Ltd.	To Hamilton	8075 lbs.	2.00 ton	Metal	8.08
May 11	British-American Oil Co. Ltd.	To Cornwall	6121 lbs.	.50 cwt.	Oil	[illegible]
June 12	Canada Packers Ltd.	To Brantford	10,000 lbs.	2.00 ton	Feed	[illegible]
June 23	Howard Smith Paper	From Cornwall	1,440 lbs.	.32½ cwt.	Paper	[illegible]
			2,506 lbs.	.32½ cwt.	"	[illegible]
			1,185 lbs.	.32½ cwt.	"	[illegible]
June 29	The Blatchford Calf Meal Co.	To Kingston	8,000 lbs.	.20 cwt.	Feed	[illegible]
Aug. 13	Canada Packers Ltd.	To Guelph	2,300 lbs.	2.50 ton	Feed	[illegible]
Aug. 11	Howard Smith Paper	From Cornwall	5,188 lbs.	.32½¢ cwt.	Paper	16.00
Sept. 2	Canada Metal Co. Ltd.	To Hamilton	7,055 lbs.	.10 cwt.	metal	7.06
1936 Nov. 11	A.E. Fetterly	From Sundridge	9.963 ft.	$6. per M.	Lumber	59.77

While Starways Limited represents a very small effort to reduce the enormous transportation expenses of the newspaper, it is interesting to note that The Tulsa World (Oklahoma) and The Charlotte Observer (North Carolina) both conduct separate motor transport businesses on a large scale. Operations are carried on by separate companies, owned by the newspapers, directly under the approval, jurisdiction and supervision of the Interstate Commerce Commission. Rates are kept on file for public inspection and regular service is required to be maintained, by the Commission. Rates are kept in line with other existing transportation services. These two newspapers report that the service they offer particularly appeals to shippers of light, fast-moving items such as perishable foods, moving picture films and accessories, and magazines.

COMPARATIVE MODES OF TRANSPORTATION

The amount of freight transported by Starways Limited as compared with the other modes of transportation used by the Toronto Star is, of course, relatively insignificant. The comparative figures set out in Table VII indicate clearly the method upon which the Company chiefly depends for the carriage of its newspapers and newsprint.

TABLE VII

MODES OF TRANSPORTATION

1. Tonnage carried by Starways during 12 months ended 30th September, 1937:

For The Toronto Star Limited	362 tons
For other firms	361 tons

2. Amount paid Independent Trucker and Transportation Companies for 12 months ended 30th September, 1937, for shipping newspapers from one point to another, exclusive of amounts paid for delivery in cities or towns from railway depots or post offices:

Daily Star	$12,463.72
Star Weekly	6,065.54
	$18,529.26

Total amounts, including sums paid for all shipments and deliveries of newspapers, paid to independent truckers and transport companies for same period:

Daily Star	$20,772.86
Star Weekly	9,783.13
	$30,555.99

3. Amounts paid to Railways during 12 months ended 30th September, 1937, for transportation services:-

C.P.R.	Express (for newspapers)	$12,971.39
	Freight (chiefly newsprint)	122,426.86
C.N.R.	Express (newspapers)	38,337.44
	Freight (newspapers)	6,106.82
Canadian Consolidated Car Co. Freight		9.00
Grand River Railway Co.	(newspapers)	109.06
London & Port Stanley Railway Co.	"	12.87
Niagara, St. Catharines & Toronto Ry.	"	56.03
		$180,029.47

4. Total amount paid to railways, independent truckers and transport companies for 12 months ended 30th September, 1937:

$180,029.47
30,555.99
$210,585.46

5. Total revenue from outside shippers earned by Starways during 12 months ended 30th September, 1937: $1,607.80.

6. Tonnage hauled in 12 months ended 30th September, 1937, by Toronto Star trucks:

6,836 tons newsprint hauled from Thorold to Toronto

30,037 tons newsprint hauled from Toronto freight sheds to Star Building

36,722 tons printed newspapers hauled to various points

73,595 tons

723 tons commercial freight hauled under lease agreement for Starways Limited

74,318 tons

ERRATA

Towns shown in Col. 7 of Table IV to truck 86 indicate routes though these trucks may not always operate regularly on these routes.

T75 & T81 same column "North Bay" should be changed to general country delivery.

"P.H." means Paper Handling (cartage of newsprint from freight sheds to our plant in Toronto.

Page 6 Note 3 - 2nd paragraph should read

"Tractors 75 & 81 originally used
"on the North Bay run to deliver
"newspapers, now used for general
"country delivery."

Last item Page 9 Table VI typical shipment date Nov. 11, 1936 was handled under our original Class "C" License

Copy Ex 94

DRAFT COPY OF SUGGESTED CODE GOVERNING CONDITIONS OF LABOUR IN THE MOTOR TRANSPORT INDUSTRY.

Schedule of rates of pay and rules governing working conditions of employees as agreed upon this day of 1937, between whose signature is attached hereto and employees as represented by the employee's committee.

Article 1. Employees Defined

The word "Employees" shall mean any employee filling a position enumerated in this wage agreement.

Article 2. Discrimination & Committees

Employees will not be discriminated against for being members of any union or brotherhood, nor for serving on committees representing employees. Employees will be granted leave of absence without pay for the purpose of serving on committees and their seniority rights will not be affected thereby, provided such leave of absence does not exceed a reasonable period. Reasonable notice of employees intention to serve on committe will be required.

Article 3. Courts & Investigations

Employees called upon to attend court or investigations at the request of their employer, will receive pay at their stated rate of salary, and if away from hom will be allowed transportation and reasonable expenses.

Article 4 Relief Work.

Employees temporarily assigned to higher rated positions shall re[illegible]

occupying such positions; employees temporarily assigned to lower rated positions shall not have their rates reduced.

Article 5. Promotion & Seniority

Promotion will be determined by the employer having regard to fitness for the position and seniority of employees. Qualified employees, senior in service to be given preference in promotion. Seniority to date from time of last entry into his employer's service. Employees who feel they have been unfairly dealt with in the matter of promotion have the right to appeal as provided for in Article 7, of this agreement.

Article 6. Reduction of Staff

In the event of reduction of staff, the employees senior in service of the employer shall be given preference of employment, having regard also to the qualifications of the employee, and those whose services have been dispensed with will be re-employed in accordance with their qualifications and seniority in the employer's service.

Article 7. Discipline & Grievances

No employee will be disciplined or dismissed from service without just cause. When an employee has been disciplined, dismissed or he feels he has been unfairly dealt with, he will have the right to appeal to his employer for an investigation, and he will have the right to call in a fellow employee who is a member or representative of the employees

committee. If the grievance cannot be equitably adjusted by means of the investigation as above, a committee Representing employers and the general grievance committee representing the employees shall be asked to investigate and arrive at a decision. Such decision shall not necessarily be final.

Article 8. Equipment

Employees will not be required to operate equipment that is unsafe or dangerous. This, however, is notintended to give the employee or the employer the right to be the sole judge as to the fitness of the vehicle in question. All motor vehicles will be equipped with a closed cab, with doors, in good condition and removable windows, heaters, and defrosters, e cepting that vehicles operated within a municipality will not be required to have heaters.

Article 9. Hours of Employment

Ten hours in any twenty-four hour period, exclusive of meal period shall constitute a days work.

Employees will not be required to take more than one hour for meal period.

Time in excess of ten hours in any twenty-four hour period, exclusive of meal period shall be considered over time. Overtime to be paid for at regular rate of pay.

Employees called for duty and used shall receive a minimum of five hours pay.

Employees will not be required to work on Sundays or Statutory holidays excepting in case of emergency, and excepting such employees whose w rk regularly requires them to work on Sundays and Statutory holidays.

rticle 10. Deadheading

Employees deadheading on the employers business will be paid for necessary time travelling at the regular rate of pay.

rticle 11. Records

Records of the hours and wages of employees shall be kept in proper form, approved by the parties to this agreement, and shall be available for inspection.

rticle 12. Preservation of Rates of Pay

Nothing in this schedule shall be so construed as to give an employee less favourable conditions or lower rates of pay than he is receiving at the time this schedule becomes effective.

rticle 13 Uniforms

Employees required to wear uniforms will not be required to defray more than fifty percent of the cost of the uniforms, provided that the price of the uniform is agreed upon between the employer and the employee.

rticle 14 Rate of Pay

Drivers engaged in pickup and delivery work within

(Article 14 cont'd)

a radius of three miles of a municipality, village or city, -

For the first six months of their employment ..35¢ per hour.

After having completed six months with the same operator.. . . . . .40¢.per.hour.

Highway drivers, driving tractor and semi-trailer unit, driving 175 miles or over per day,-

For thefirst six months of their employment.. 40¢ pr hour.

Afterhaving completed six months employment with the same operator . . . . . .50¢. per hour.

Highway drivers driving tractor and semi-trailer unit, driving 174 miles or less per day,-

For the first six months of their employment..40¢ per hour.

After having completed six months of employment with the same operator . . .. .45¢ per hour.

Highway drivers, driving straight trucks, regardless of the distance . . . . . .43¢ per hour.

Ten cents per hour extra for fourwheel trailers, or double hook-up, with a minimum allowance of one dollar for four wheel trailers or double hook-ups.

Warehousemen, checkers, platformmen, scalers, and loaders,-

For the first six months of their employment..35¢ per hour.

After having completed 6 months employment for the same operator . . . .. 40¢ per hour.

Mechanics . . . . 50¢ per hour.

Mechanics' Helpers,-
For the first six months of their employment ..35¢ per hour.

"WHAT FURTHER PROVISION SHOULD BE MADE FOR LICENSING AND REGULATING"

RECOMMENDATIONS

The construction and maintenance of modern highways and the collection of revenue obtained from highway users (including tourist, passenger, bus and truck) has become a major business of the Province, bringing in a direct revenue in excess of that received by all other forms of governmental activity save one, and an indirect revenue greatly in excess of the direct revenue.

For the year 1936 the following were the earnings and collections of provincial enterprises and departments:

Net profits T. & N. O. Railway.....	$ 792,012.49
Provincial Income Tax	2,641,190.00
Workmen's Compensation Board gross receipts...	6,423,957.77
Liquor Control Board net.....	7,862,719.73
Corporation Taxes.....	10,964,388.00
Succession Duty Taxes.....	15,931,350.00
Department of Highways..... (Gasoline Tax and License Fees)	26,976,442.00
Hydro Electric Power Corporation..... (Total earnings)	34,408,163.84

It has been estimated that the money spent by tourists in the Province of Ontario in the year 1937 was $125,000,000 or $35,000,000 in excess of the production of gold in this province for the same period. This tourist revenue is almost exclusively attributable to the construction of an improved highway system in the province.

Other far reaching advantages have followed. Modern trucks have reduced the cost of freight transportation and have stimulated business. By giving service to areas inadequately served by rail they are redressing the mal-distribution of population and wealth which occurred under the railway regime.

In the 18 years following the war the activities of the Department of Highways have become a major business operation. To obtain the maximum benefit for all classes in the Province of this new business enterprise, it is suggested that three steps be taken:

(a) The creation of an Ontario Highways Commission charged with the administrative engineering and financial aspect of the Highway "business"of the Province;

(b) The creation of a Transport Board charged with the judicial aspects of Highway administration;

(c) The organization of commercial haulers into a Road Transport Association on a basis analagous to that of other self-governing trades and professions.

(a) Ontario Highways Commission

It is sound practice to turn over to commissions or boards those aspects of governmental activity which have attained considerable size or which are in the nature of a business. This was done in the case of the boards and commissions mentioned above. It would therefore be appropriate and in accordance with sound constitutional usage to organize the major business enterprise which has been developed by the Department of Highways on a similar basis.

The Ontario Highways Commission might consist of three members, one of whom might have engineering qualifications. The present Minister of Highways would make a most acceptable chairman.

The Commission should be charged with the engineering, financial and administrative aspects of the highway "business" of the Province.

Engineering: This should include long-range planning of highways; development of scenic and other attractions; access to provincial parks; planning and siting of tourist camps and areas and the elimination of grade crossings.

Financial: There should be appropriated to the exclusive purposes of the Commission all revenue received by way of gasoline tax and all commercial and other motor license fees.

This will prevent the diversion of these moneys to purposes other than those for which they are raised.

Gasoline and commercial license fees constitute a special tax on those forms of business which are dependent on highway transportation. There is no justification for these taxes unless the moneys received are appropriated to the development of transportation facilities.

Administrative: The Commission should:

(1) In conjunction with the Industry and Labour Board establish reasonable hours of labour and rates of pay for labour engaged in highway transport;

(2) Provide for inspection of the mechanical condition of commercial transport:

(3) Provide for medical inspection of licensed drivers;

(4) Provide for the salaries and expenses of the Transport Board;

(5) Appoint inspectors to ascertain whether the statutes and regulations administered by the Commission are being observed by road haulers and others;

(6) Reimburse the Department of the Attorney General for such policing of highway legislation as is performed by the Provincial Police.

(7) Prosecute for infractions of statutes and regulations administered by the Commission.

(b) <u>The Transport Board</u>

The Transport Board should consist of three members holding office to a defined retiring age on good behaviour, removable only by the Legislature or the Supreme Court of Ontario for cause.

Matters coming before the Board should be dealt with by the Board as a court on sworn evidence and after notice to those concerned. The records of the Board should be open. The hearings of the Board should be public on notice to persons who may be affected. Written reasons should be given for decisions.

Where the value of the matter in controversy is over $500.00 there should be an appeal to a single Judge of the Supreme Court of Ontario and from him to the Court of Appeal for Ontario on matters of law and fact.

The Transport Board should have power:

(1) On application by a municipal corporation and on notice to the Ontario Highways Commission to hear and decide applications for payment in aid of the construction or maintenance of highway links, bridges and other works;

(2) In accordance with principles defined by statute, to hear applications for P.C.V. licenses and to issue and renew such licenses;

(3) To issue orders and regulations governing the filing, posting, publishing, availability and superseding of tariffs and tolls and the enforcement thereof;

(4) On complaint to disallow in whole or in part any tariff or rate on the ground that it is:
   (a) Unduly discriminatory, or
   (b) Unfair, or
   (c) Unreasonable.

   In determining whether a rate is unreasonably high or low, the Transport Board should have power to ascertain what is the fair cost of doing business, including proper depreciation; and what is a reasonable return on prudent investment;

(5) On complaint to suspend or cancel P.C.V. licenses for infractions of such regulations as may by statute be delegated to the Transport Board for enforcement.

(6) To hear and dispose of appeals by members of the Road Transport Association against assessments made or levied on them by the Council or the Association.

(c) Road Transport Association

It has been the practice in the Province of Ontario over a long period of time to provide facilities for the self-government, organization or control of the more important professions and trades which serve the public. This appears by reference to the following statutes which are to be found in R.S.O. 1937;

Chapter 221, The Law Society Act,
Chapter 222, The Barristers Act,
Chapter 223, The Solicitors Act,
Chapter 225, The Medical Act,
Chapter 227, The Dentistry Act,
Chapter 228, The Pharmacy Act,
Chapter 229, The Drugless Practitioners Act,
Chapter 231, The Land Surveyors Act,
Chapter 233, The Architects Act,
Chapter 234, The Chartered Shorthand Reporters Act,
Chapter 235, The Chartered Accountants Act,
Chapter 236, The Certified Public Accountants Act,
Chapter 237, The Professional Engineers Act,
Chapter 238, The Operating Engineers Act,
Chapter 239, The Veterinary Science Practice Act,
Chapter 242, The Embalmers and Funeral Directors Act,
Chapter 246, The Optometry Act.

The road haulers, holding P. C. V. licenses, constitute an important occupational group in close relationship with the public, whose proper organization and control is in the public interest.

Road haulers holding P.C.V. licenses should be organized as a Road Transport Association with a Council elected annually on some basis acceptable to the members which will give adequate representation to the various classes of P.C.V. licenses and at the same time recognize the investment in the industry made by the members in each class.

The Council should have the following duties and powers:

(1) To establish and maintain one or more public registry offices in which tariffs and rates of P.C.V. licencees shall be filed and may be inspected;

(2) To draft and recommend to the Transport Board regulations to govern the filing, posting, publishing, availability and superseding of tariffs and tolls and the enforcement thereof;

(3) To examine into and report on the fair cost of doing business in the industry including proper depreciation and what is a reasonable return on prudent investment therein;

(4) To seek by conference with shippers and others to bring about agreement on reasonable rates and tariffs;

(5) By inspection and otherwise to insure that members of the Association comply with highway legislation and regulations; and by by-law to provide discipline for breaches thereof;

(6) To make such assessments on unit, tonnage or other bases upon members for the purposes of the Association as may be them be authorized; provided that any member aggrieved by any assessment may appeal to the Transport Board.

LEWIS DUNCAN, K.C.

73 ADELAIDE STREET WEST
TORONTO 2, CANADA

May 14, 1938.

E. Roy Sales, Esquire,
Renfrew Mercury,
Renfrew, Ontario.

Dear Mr. Sales: Bill 31, "Agreed Charges"

Thanks for your letter of May 13 acknowledging receipt of graphs.

The presentation to the Committee of the House of Commons went off very well. A number of the members were good enough to say some kind things.

Up to the present time every witness appearing before the Committee with the exception of two railway officials has condemned the agreed charges in no uncertain terms. These persons include C.M.A., Industrial Traffic League, maritime representatives, representatives of flour mills and wheat exporters.

Some overwhelming reason should be found by the railways and the Minister to justify thrusting this legislation down the protesting throats of the public.

To date the only suggestion made is that by means of the agreed charges the railways can recover $38,000,000 in revenue lost to the trucks. This suggestion was made before the Senate last year by Mr. E. P. Flintoft (Proceedings of Standing Committee of the Senate on Railways, Etc. on Bill B, No. 8, March 4, 1937, Pages 259-260) and Mr. Bernard Allen (Ibid Pages 274-5). Mr. Howe (Ibid Pages 242,245) grasped at this straw; for before the Senate Committee he suggested that the return of this revenue might make good the deficit of $40,000,000 on the Canadian National Railways (Ibid Pages 242,247).

The Minister has been completely misled by the suggestions of the railway representatives. In a speech at Charlottetown on September 24, 1936, Mr. S. W. Fairweather of the Canadian National Railways said that the gross freight loss was $38,000,000 per annum; but that as the operating ratio was 85%, the net operating loss was $5,700,000. Even that statement was an exaggeration; for the operating ratio of the Canadian National Railways in 1936 was only 91%. This would indicate a net operating loss of 9% of $38,000,000 or approximately $3,000,000. Divided between the two systems it would give a net operating loss of the Canadian National Railways of only $1,500,000 from traffic diverted to the trucks.

You see how the figures shrink. If Mr. Howe attempts to hang on to his straw he will undoubtedly be drowned in the rapids of railway statistics and half truths.

My third graph shows that the railways have been carrying l.c.l. freight at a loss. If they lost the business when carrying it at a loss they can only recover it at a greater loss. If so, how will the agreed charges improve the net operating position of the Canadian National Railways?

The answer is that they will accentuate the losses while at the same time disturbing business in every direction.

With kind regards, believe me,

Yours faithfully,

Lewis Duncan

Motor Transport Assn and Employees agreement

Schedule of rates of pay and rules governing working conditions of employees as agreed upon this .....day of....March .....1938, between AUTOMOTIVE TRANSPORT OPERATORS whose signature is attached hereto and employees as represented by the employees' committee, Automotive Transport Section, Canadian Brotherhood of Railway Employees.

Article 1. Employees Defined

The word "Employees" shall mean any employee filling a position enumerated in this wage schedule.

Article 2. Discrimination and Committees

Employees will not be discriminated against for being members of the Brotherhood, nor for serving on committees representing employees. Employees will be granted leave of absence without pay for the purpose of serving on committees and their seniority rights will not be affected thereby, provided such leave of absence does not exceed a reasonable period. Reasonable notice of employees intentions to service on committees will be required.

Article 3. Courts and Investigations

Employees called upon to attend court or investigations at the request of their employer, will receive pay at their stated rate of wages, and if away from home will be allowed transportation and reasonable expenses, except where the employee is at fault.

Article 4. Relief Work

Employees temporarily assigned to higher rated positions shall receive the higher rate while occupying such positions; employees temporarily assigned to lower rated positions shall not have their rates reduced.

Article 5. Promotion and Seniority

Promotion will be determined by the employer, having regard to the fitness for the position and seniority of employees. Qualified employees, senior in service, to be given preference in promotion. Seniority to date from time of last entry into the employer's service. Employees who feel that they have been unfairly dealt with in the matter of promotion have the right to appeal as provided for in Article 7 of this agreement.

Article 6. Reduction of Staff

In the event of reduction in staff, employees with qualifications and senior in service of the employer shall be given preference of employment, and those whose services have been dispensed with will be re-employed in accordance with their qualifications and seniority in the employer's service.

Article 7 Discipline and Grievances

No employee shall be disciplined or dismissed from service without just cause. When an employee has been disciplined, dismissed, or he feels he has been unfairly dealt with, he will have the right to appeal to his employer for an investigation, and will have the right to call in a fellow employee who is a member or representative of the employees committee. If the grievance cannot be equitably adjusted by means of the investigation as above, a committee representing employers and the general committee representing the employees shall be asked to investigate and arrive at a decision. Should a settlement of the grievance not be effected in this manner

it may be submitted to the arbitration committee established as provided in Article 15.

Article 8. Equipment

Employees will not be required to operate equipment that is unsafe or dangerous. This, however, is not intended to give the employee or employer the right to be the sole judge as to the fitness of the vehicle in question. All motor vehicles will be equipped with a closed cab, with doors in good condition and removable windows. Vehicles operated on highways during the winter season shall be equipped with heaters and defrosters.

Article 9. Hours of Employment

Except in case of emergency, employees shall not be required to work more than sixty hours in any one week. Those engaged in pick up and delivery service or in warehouses shall not be required to work beyond a spread of twelve hours within a twenty-four hour period.

Employees will not be required to take more than one hour for meal period.

Employees called for duty will be paid at schedule rate of pay for all time held with a minimum of five hours pay for each call. An employee reporting for duty on instruction of the employer shall be regarded as having been called each time so reporting after a release of one hour from duty and will be paid a minimum of five hours.

Article 10. Deadheading

Employees deadheading on employer's business will be paid for necessary time travelling at the regular rate of pay.

Article 11. Records

Records of the hours and wages of the employees shall be kept by the employer in proper form, approved by the parties to this agreement, and shall be available for inspection by properly authorized persons or committees.

Article 12. Preservation of Rates of Pay

It is agreed that where wages, hours and conditions are more favorable to the employees than those set forth in this agreement such wages, hours and conditions shall not be changed to adversely affect the employee.

Article 12A.

In the event that either party to this agreement feels that any provision contained therein is causing undue hardship to either an employer or employee, the party affected shall have the right to refer the matter to the committee provided for in Article 7 of the agreement, and, failing satisfactory adjustment, to the arbitration committee as provided for in Article 15.

Article 13. Uniforms

Employees required to wear uniforms will not be required to defray more than fifty percent of the cost of such uniforms. The price of the uniform is to be agreed upon between the employer and the employee.

Article 14. Minimum Rates of Pay

Drivers who work within a radius of three miles of a municipality in which they are stationed; warehousemen, checkers, loaders not including employees engaged in clerical or office work in municipalities having a population of fifty thousand or less... .35¢ per hr.

In municipalities having a population of over fifty thousand, and in adjacent suburban areas,

First six (6) months of their employment..... .35¢ per hr.

After six (6) months with the said employer..... .40¢ " "

Highway drivers driving tractor, and semi trailer unit -

First six (6) months of their employment..... .40¢ per hr.

After completing six (6) months with the said employer..... .45¢ " "

Highway driver driving straight trucks..... .40¢ " "

All highway drivers not returning to their home terminal within twenty-four (24) hours shall receive five (5) cents per hour extra for all time on duty from time of reporting for duty. Ten (10¢) cents per hour extra shall be paid to employees operating 4 wheel trailer, double hook-up or dolly.

Highway drivers on turn around runs who do not return to their home terminal completing their day's work in Ten (10) hours shall be paid Five (5) cents per hour extra for all time held on duty over Ten (10) hours in addition to their hourly rate of pay.

Mechanics..... .50¢ per hr.
Mechanics Helpers, for the first
Six (6) months of their employment.. .35¢ per hr.
After having completed 6 months
employment for the same employer... .40¢ per hr.

Article 15. Settlement of Disputes

The complaint or grievance of any employee which is not adjusted in accordance with the provisions of Article number 7 of this agreement within thirty days from the date such complaint or grievance is made known to the employer and the duly authorized representative of the employees, shall be adjusted by an arbitration committee consisting of two to be chosen by the employer or his association and two by the employees' general committee. In the event that these four do not agree within ten days the Minister of Labor for the Province of Ontario shall be requested to name a fifth member of the committee who shall act as Chairman. The decision of the majority of the committee thus composed shall be final and binding on both parties.

Article 16. Strikes and Lockouts.

During the term of this agreement the employers signatory hereto agree that there shall be no lockouts and the Automotive Section of the Canadian Brotherhood of Railway Employees agree that there shall be no strikes of its members employed by said employers.

Article 17. Life of Agreement.

This agreement shall be come effective May 1st, 1938, and remain in effect until revised, superseded or terminated on thirty days notice from either party after December 1st, 1938.

Dated at..... this..... day of.....1938.

FOR THE EMPLOYER:

FOR THE AUTOMOTIVE TRANSPORT SECTION OF THE CANADIAN BROTHERHOOD OF RAILWAY EMPLOYEES:

HEADS OF SUBMISSION

Made on Behalf of

THE AUTOMOTIVE TRANSPORT ASSOCIATION OF ONTARIO

in Opposition to

"Agreed Charges"

PART V

BILL 31

Ottawa, Ont.
May 12th, 1938

1. Automotive Transport Association of Ontario does not oppose legislation which will promote fair competition between railroads and trucks. It opposes the "Agreed Charges" provision because it will perpetuate, while concealing, unfair competition. By 'unfair competition' is meant competition at less than cost of operation.

2. The railways perform an essential function in the national economy, moving train loads and car loads of products of the farm, the forest, the mine and the factory over long distances. The trucks can not economically compete with them in this field; just as the railways can not economically compete with the trucks in the field of medium haul, l. c. l. freight.

3. Motor Transport has become an essential part of the transportation economy of Canada.

4. The public commercial truck can haul l. c. l. freight for medium distances more economically and expeditiously than can the railway. L.c. l. traffic is a small part of railway traffic. It has never been fully remunerative; and since the war has been carried at a loss.

5. The "Agreed Charges" provision is designed to enable the railways to recover l.c.l. business lost to the trucks. This is not in the national interest. The legislation relieves the railways from the 'rule of law' introduced by the Railway Act in 1903. It will make it impossible for the Transport Board to determine whether any type of traffic included in the "Agreed Charge" is being carried at rates which are unreasonably high, unreasonably low, or discriminatory.

6. What is required in the transportation system of Canada is co-ordination of traffic, each type of transportation handling the traffic which it can carry at a profit.

Co-ordination of traffic can be materially advanced and the operating position of the railways improved by three amendments to Bill 31:

(a) By the elimination of the "Agreed Charges" provision;

(b) By providing that on complaint of any person the Transport Board can disallow a rate on the ground that it is unreasonably low;

(c) By empowering the Transport Board to place on the carrier the onus of justifying a rate which is alleged to be unreasonably low.

President
GEO. RODANZ

1st Vice-President
LEO. W. THIBODEAU

2nd Vice-President
JOHN S. HALL

Treasurer
MILTON J. GRAY

Secretary
MORLEY J. PAPE

THE AUTOMOTIVE TRANSPORT ASSOCIATION OF ONTARIO

83 CHURCH STREET

TORONTO, 2

Member of
Canadian Automotive
Transportation Association

Telephones
WAverley 4611-2

May 11th,
1 9 3 8 .

Attached are graphs, with explanatory data, which Lewis Duncan, K. C., counsel for the Automotive Transport Association of Ontario, is presenting Thursday, May 12th. before the House of Commons Railway Committee on the Transport Bill.

EXPLANATION OF ATTACHED GRAPH

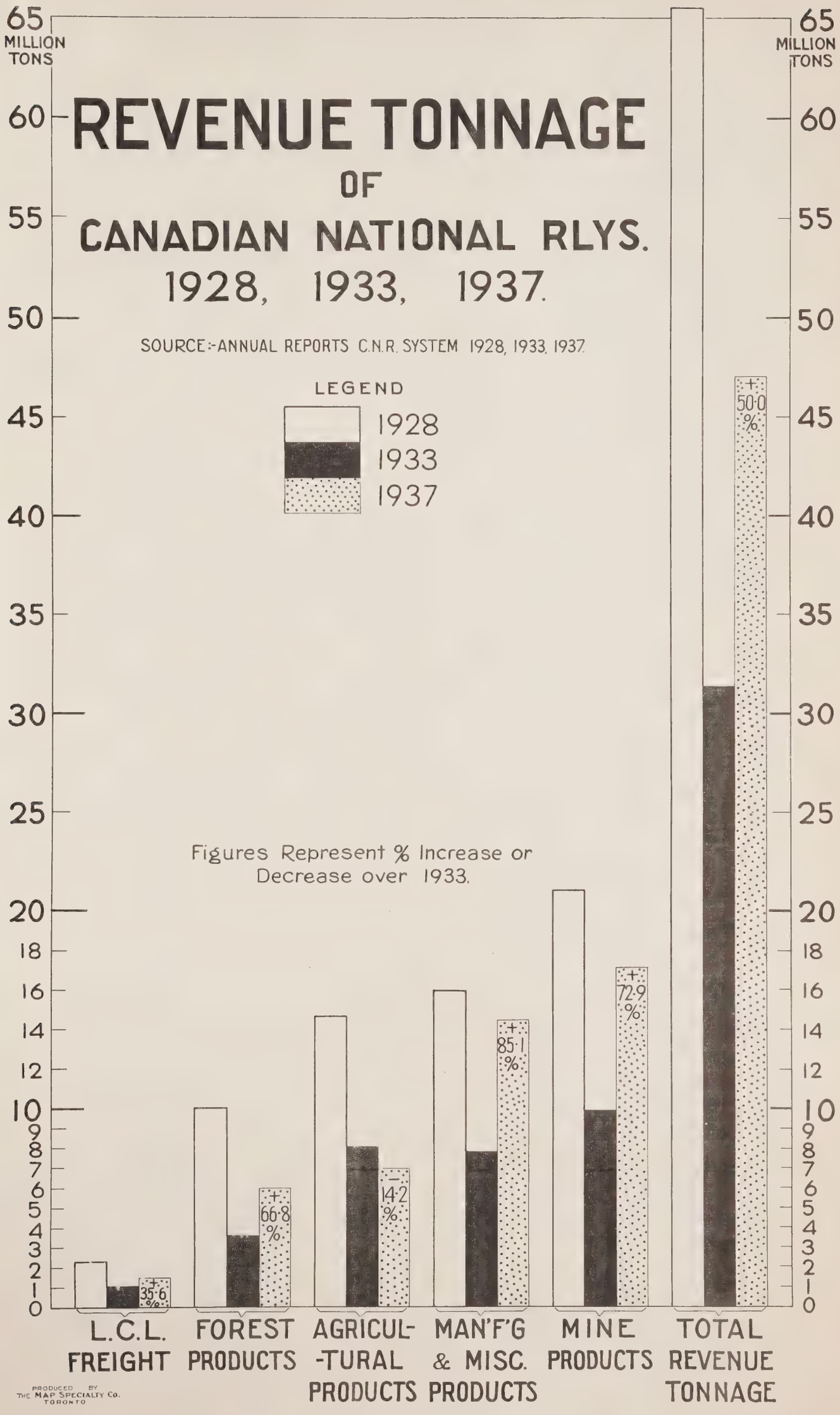
(Revenue Tonnage of Canadian National Rlys. 1928,1933,1937.)

Study of the annual reports of the Canadian National Railways for the years 1928, 1933 and 1937 indicates that truck competition is a very minor factor in the road's financial difficulties. Largely the freight handled by motor trucks is freight that would move in less than carload lots if handled by rail. In 1928, the peak year of volume for the railways, l.c.l. freight accounted for only a little more than 2,000,000 tons out of a total freight movement of more than 65,000,000 tons.

In 1933, when freight movement by the C.N.R. reached its low point of about 31,000,000 tons the l.c.l. volume fell to about 1,000,000 tons. Improving conditions increased total freight volume in 1937 by 50 per cent over the 1933 low, to approximately 47,000,000 tons.

In the main classes of freight carried by the C.N.R. tonnage of manufacturing and miscellaneous products increased by 85.1 per cent between 1933 and 1937; mine products by 72.9 per cent, forest products by 66.8 per cent and l.c.l. freight by 35.6 per cent. The only class of freight to show a decline was agricultural products, where the volume moved was 14.2 per cent lower than in 1933.

If agricultural products in 1937 had been carried in the same volume as in 1928, the total freight volume of the C.N.R. would have fallen short of the peak year by only about 12,000,000 tons. The figures suggest that the road's position would be materially advanced by improved agricultural production. The proportion of total freight volume represented by l.c.l. freight is too small to be of serious consequence. Under the proposed agreed charges provisions of the Transport Bill, the railways would injure competing forms of transport by attracting l.c.l. freight, but would not substantially better their own position from a tonnage point of view.


REVENUE TONNAGE
OF
CANADIAN NATIONAL RLYS.
1928, 1933, 1937.
SOURCE:-ANNUAL REPORTS C.N.R. SYSTEM 1928, 1933, 1937.
LEGEND
1928
1933
1937
Figures Represent % Increase or Decrease over 1933.
65 MILLION TONS
60
55
50
45
40
35
30
25
20
18
16
14
12
10
9
8
7
6
5
4
3
2
1
0
+35·6 %
+66·8 %
−14·2 %
+85·1 %
+72·9 %
+50·0 %
L.C.L. FREIGHT
FOREST PRODUCTS
AGRICUL-TURAL PRODUCTS
MAN'F'G & MISC. PRODUCTS
MINE PRODUCTS
TOTAL REVENUE TONNAGE
PRODUCED BY THE MAP SPECIALTY CO. TORONTO

EXPLANATION OF ATTACHED GRAPH
(Graphs - 1919 to 1937)

Close correspondence between Canada's export trade and the volume of freight carried by Canadian railways is shown in a series of graphs presented by the Automotive Transport Association of Ontario to the Railways and Canals Committee of the House of Commons. The period covered by the graphs, from 1919 to 1937, includes the post-war depression of 1920-21, the recovery period of 1921-29 and the subsequent depression and recovery.

From 1919 to 1920 Canadian exports increased in value and there was a sharp increase in railway freight tonnage. A sharp decline occurred in both exports and freight tonnage in 1921. Except for minor recessions, exports and freight both increased steadily until 1928, when both began to decline. The recovery in export trade began in 1933. Railway freight volume began to recover in the following year and the course of both continued upward.

The graph of railway employment for the same period follows closely the graph of freight volume. Net operating revenue of the Canadian National Railways has also risen and fallen with export trade.

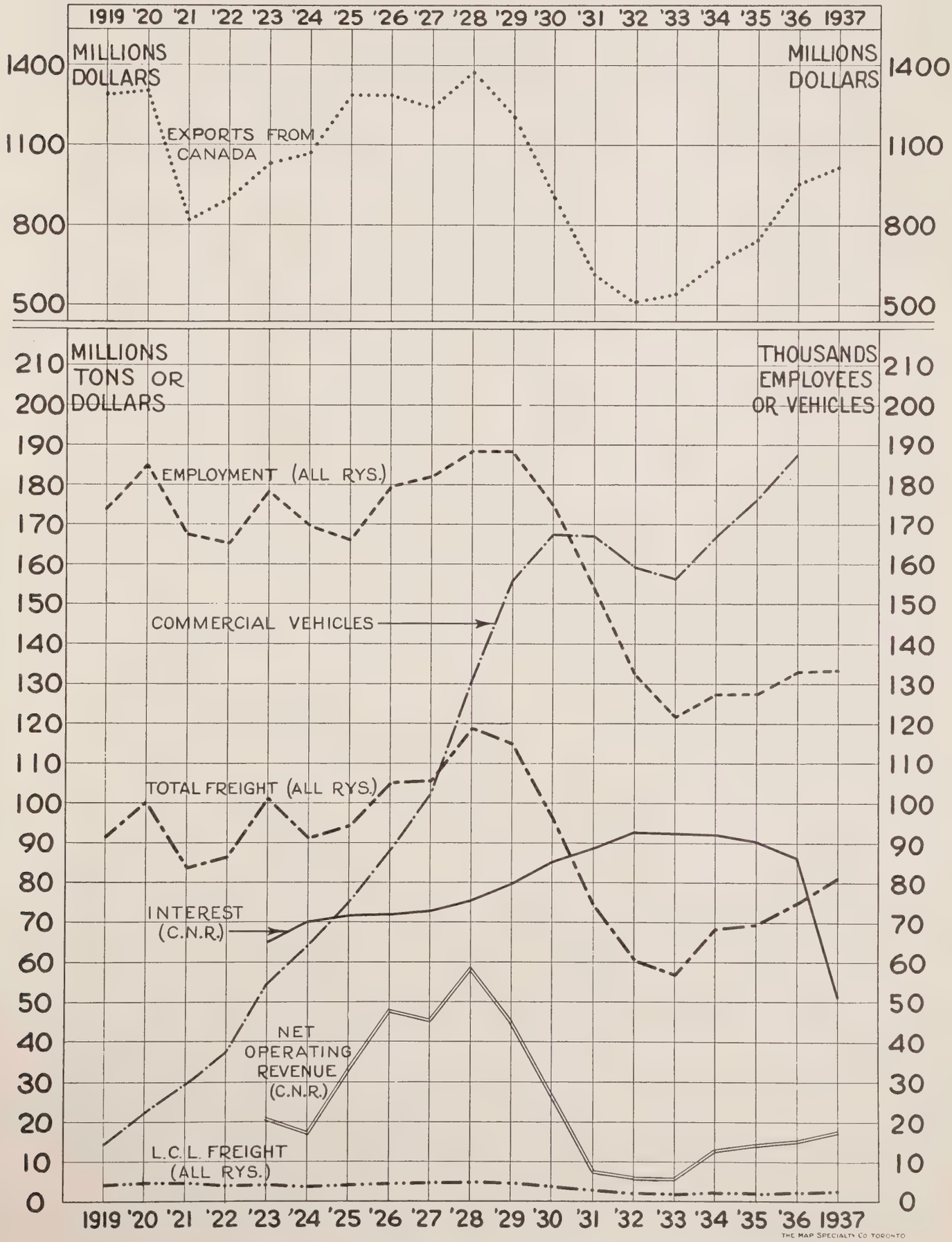
During the period under review the tonnage of l.c.l. freight carried by the railways, a minor part of their business, has varied only slightly in comparison with the wide fluctuations that have occurred in the total freight tonnage, This is natural, since l.c.l. movements of freight are almost entirely domestic business and are affected only slightly by changes in export volume.

It is suggested that if some of the l.c.l. freight formerly carried by rail is now moved by truck, it cannot be so great in volume as to affect seriously the operating results of the railways. The agreed charges proposed in Part V of the Transport Bill would mainly assist the railways in regaining a relatively small volume of l.c.l. freight, to the detriment of other forms of transport that have been established to meet the needs of the shipping public, but would have no appreciable effect on the major part of railway freight volume.

GRAPHS–1919 TO 1937

SHOWING

1. ANNUAL EXPORTS IN MILLIONS OF DOLLARS
2. FREIGHT CARRIED ALL STEAM RAILWAYS IN CANADA
   (a) TOTAL FREIGHT IN MILLIONS OF TONS
   (b) L.C.L. FREIGHT " " " " .
3. EMPLOYMENT STEAM R'L'YS IN THOUSANDS OF EMPLOYEES
4. NET OPERATING REVENUE C.N.R'L'YS IN MILLIONS OF DOLLARS
5. C.N.R. INTEREST OBLIGATIONS
6. REGISTRATION COMMERCIAL VEHICLES



THE MAP SPECIALTY CO TORONTO

EXPLANATION OF ATTACHED GRAPH

(L.c.l. - 200 lb. Shipment)

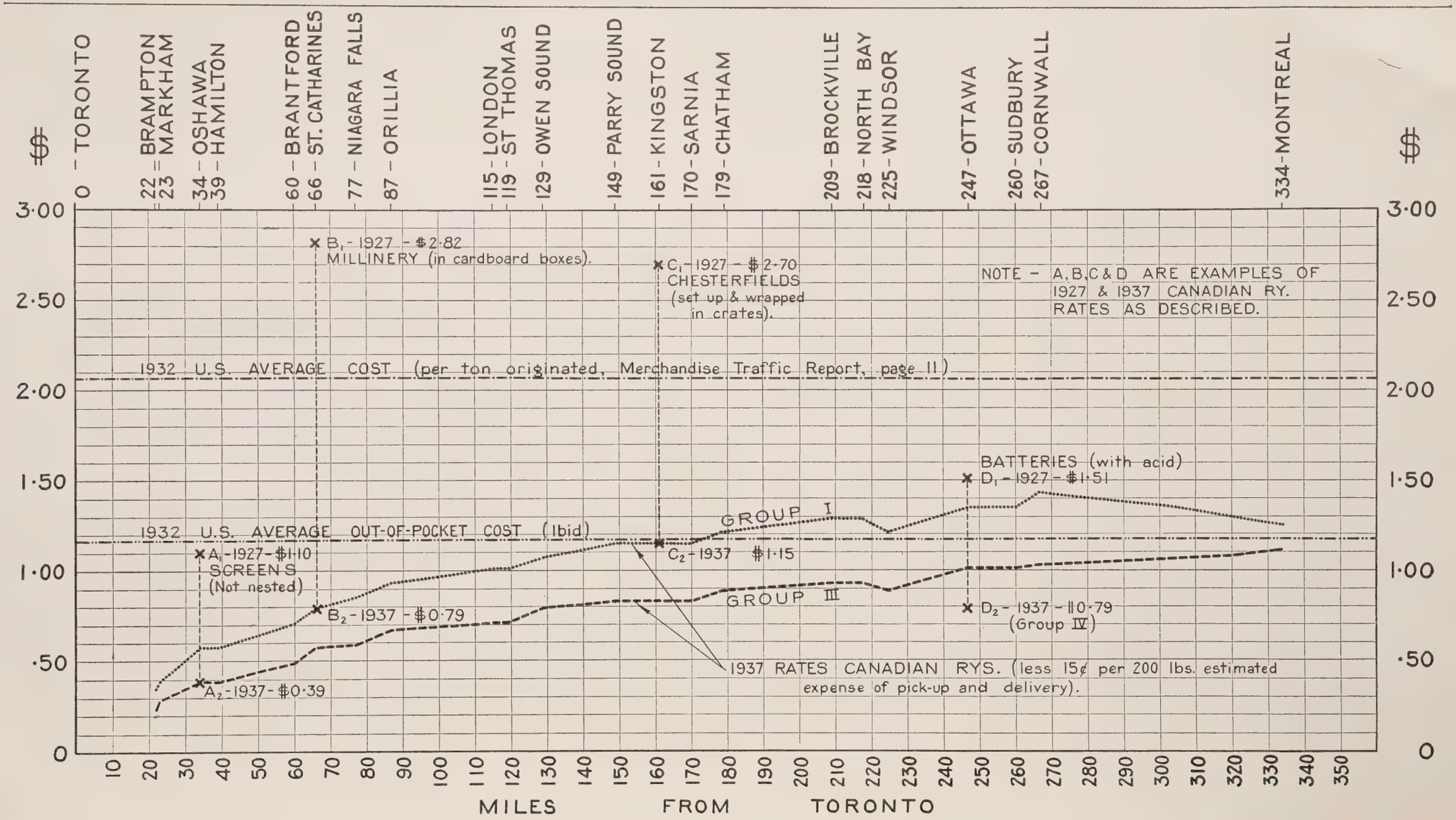
Assuming that railway operating costs in Canada are approximately the same as in the United States, the Canadian railways do not recover their out-of-pocket costs on many shipments of l.c.l. freight, according to estimates prepared by the Automotive Transport Association of Ontario. Average out-of-pocket cost of moving 200 pounds of freight an average distance, exclusive of interest charges, depreciation, administrative overhead, etc., is estimated at $1.18 for 1932 and is probably somewhat higher now. The gross railway revenue on a 200 lb. shipment moving out of Toronto does not approach this figure until the shipment is moved as far as Montreal.

On Group 1 merchandise from Toronto the railway rate approximates the averaged out-of-pocket cost when the shipment is moved as far as Kingston, where the revenue from 200 pounds, (less 15 cents as estimated expense of pick-up and delivery) is now $1.15. If overhead costs are added to the out-of-pocket costs of l.c.l. shipments, it appears that there is a considerable deficit in revenue on all classes of merchandise carried in less than carload lots between Toronto and Montreal and for shorter distances.

Examples of l.c.l. rates in 1927 and 1937 are compared to show how rates have been cut below the cost of service. Millinery in cardboard boxes shipped to St. Catharines from Toronto in 1927 took a rate of $2.82 for a 200 pound shipment. This rate may have given the railway a good profit over all expenses. The 1937 rate, allowing for pick-up and delivery cost, is only 79 cents, which does not cover the averaged out-of-pocket costs. The rate on a 200 pound shipment of batteries from Toronto to Ottawa has been reduced in the same period from $1.51 to 79 cents.

It is the contention of the Automotive Transport Association of Ontario that the "Agreed Charges" provisions of the Transport Bill are not in the public interest, because they will conceal the heavy losses now being incurred by the railways in seeking to carry below cost a type of traffic which they cannot handle as economically as motor transport over short and medium distances.

L.C.L. - 200 LB. SHIPMENT



B R I E F

FOR

ROYAL COMMISSION TRANSPORTATION

- submitted by -

THE CORPORATION OF THE CITY OF BELLEVILLE

Supplementing the information in Memorandum dated November 10, 1937, filed on behalf of The Corporation of the City of Belleville, the following is respectfully submitted, namely:-

1. The Corporation of the City of Belleville is burdened with a network of Provincial Highways. Three King's (Provincial) Highways pass through the heart of the City, namely, numbers 2, 14 and 37 with an aggregate distance of approximately 5 miles and in connection therewith in addition to the ordinary Highway Construction suitable for the Through Traffic thereon it was necessary to erect two reinforced Concrete Bridges over the Moira River. The net first cost of the Road Aid for said Highways inclusive of said Bridges is $406,548.29; and to date the interest paid on the money raised by Debenture to finance said Highways is $303,067.19; and in addition to the principal and interest the annual maintenance, which varies from year to year depending upon the climatic conditions, and other factors which affect maintenance of Highways must be provided.

2. In as much as the said Highways provide for not only all the local traffic but in addition practically all motor transport of freight passing East and West across the Province is carried over the aforesaid Highways, the maintenance on the aforesaid Highways is excessively high. Not only the entire cost of the construction of said Highways but the entire maintenance increased as it is by through motor traffic and motor transport of freight is a charge against The Corporation of the City of Belleville and its Ratepayers.

3. In addition to the foregoing The Corporation is assessed for Suburban Highways with a mileage of 14.3 miles towards the

original cost of which The Corporation contributed the principal sum of $223,070.00 and on account of the debentures by which said sum was borrowed to meet the first cost of said Suburban Highways there has been paid to date in interest $164,904.16; and in addition thereto The Corporation paid in maintenance towards said Suburban Highways $17,377.34 prior to 1930 when the Province assumed maintenance of said Suburban Highways. Nevertheless it should be borne in mind that The Corporation remains liable for its proportion of Replacement cost of said Suburban Highways.

4. Were it not for the fact that the Highways, referred to in paragraph 1 hereof, within the Corporate Limits are necessary connecting links for the King's (Provincial) Highways therein named the first cost of said Highways would have been very much less, the interest charges correspondingly less and the maintenance almost negligible. On all streets which are designated as King's (Provincial) Highways the requirements demanded a greater depth of base, a much wider travelled surface, a more substantial curb, and a greater thickness of surface than would have been required for local purposes excluding the use as King's (Provincial) Highways.

5. The increased cost is quite as apparent in connection with the Bridges referred to in said paragraph 1 as it is in connection with the other portions of said Highway which form connecting Links. For example the vehicular Traffic space on the Bridge on King's (Provincial) Highway number 2 is 36 feet; and upon the Bridge on King's (Provincial) Highway No. 14 is 30 feet. Bridges of lighter construction and of smaller dimensions would suffice were it not that they are constructed upon and form part of King's Highway connecting links, the construction of which must be capable of allowing free movement of all vehicular Traffic and sufficiently sturdy to safely carry all motor transport of freight passing over said King's Highways.

6. Inclusive of the aforesaid 5 miles of Highway The Corporation maintains and keeps open for traffic 33.13 miles of streets. Of said streets 13.13 miles are surfaced with "perman-

ent pavement". It also maintains 86.30 miles of sidewalks.

7. The Corporation's taxable property (exemptions excluded) has an assessed valuation of $9,[illegible],993.00 and the general tax rate in 1937 was 50.9 mills.

8. The area of The Corporation of the City of Belleville is 1803 acres and its population according to 1937 Assessment Roll is 14,764 which is 974 greater than the population as recorded in the 1931 Dominion Census in which it is given as 13,790. The increase may be accounted for principally by the people who during the past 6 years found it advantageous to move in from rural areas to become participants in Relief granted by The Corporation. In other words the increase has brought with it an increased burden to the Corporation's Ratepayers.

Thus it will be seen that in area and population The Corporation is analogous to many towns in the Province but because it happens to be an Incorporated City (a very doubtful status) its Ratepayers are penalized for the full cost of all King's (Provincial) Highways connecting links and for Highways constructed in Suburban Road Areas with which it would not be charged were it a Town.

All of which is hereby respectfully submitted.

Dated at Belleville,
March 3rd. 1938.

THE CORPORATION OF THE CITY OF BELLEVILLE

A. BERNARD COLLINS, K.C.,

its Solicitor.

S U R V E Y

FOR

[illegible] TRANSPORTATION

Submitted by

THE CORPORATION OF THE CITY OF
B E L L E V I L L E

A. [illegible], C.E.,
City Engineer.

THE TOWN OF RENFREW.

Mr. D. B. McLaren,
Acting Mayor.

Mr. R. L. Kennedy,
Clerk-Treasurer.

BRIEF TO THE ROYAL COMMISSION ON TRANSPORTATION

The Town of Renfrew is situated on Highway 17, and on the main line of the Canadian Pacific Railway sixty miles west of Ottawa, and thirty-five miles east of Pembroke. In addition to the main line of the Canadian Pacific Railway, it is served by the Ottawa-Parry Sound line of the Canadian National Railways and branch lines of the Canadian Pacific Railway to Kingston and to Eganville.

The population of the Town is 5,366, and it is the shopping centre for approximately 8,000 additional. Known as "The Creamery Town" because of the early establishment of a creamery, its manufactures now consist chiefly of textiles and machinery.

The following paragraphs are numbered to correspond with the questions on the questionaire submitted by the Commission:

1. The total mileage of roads opened for traffic in the Town is 41 miles. Of this mileage, 18½ miles are paved with tar macadam, 11 miles are surfaced with gravel and 11½ are dirt roads.

2. The entire cost of opening and grading the above roads has been borne by the taxpayers in the Town. The cost of construction has been approximately $95,000.00. Assistance has been received from the County and Province by way

of grants toward the cost of paving connecting links in County and Provincial systems. During 1937 the Province of Ontario constructed 7/8 miles of pavement on Highway 17 which is within the limits of the Municipality, but bordered by farm lands.

3. The annual cost for the past five years of maintaining the roads in the Town has been as follows:

1932	$11,014	
1933	12,971	Average cost per year $10,405.
1934	10,475	
1935	7,645	
1936	9,913	
	$52,018	

The cost of maintaining streets which formed connecting links in the County Road System is included in the above figures, and the County of Renfrew contributed toward this part of the work, in the five years $7,074.00.

4. The average annual cost to the Town of the construction, maintenance and debt charges of the County Road System of the County of Renfrew, of which all roads are outside this Municipality, has been $14,324.00 per year. The average cost to the Town of Construction and Maintenance of Provincial Highways up to 1935 was $3,456.00 per year. Total average cost per year for roads outside the Municipality $17,780.00

5. As a proportion of certain maintenance work on through roads the province contributed $164.82 in 1936.

6. Fees collected by the Municipality from motor vehicles transporting passengers or freight for gain were as follows in the year 1936. Taxi-cab licenses $138.00. Motor Truck licenses, Carters, $45.00. Total $183.00.

7. Taxes collected from Steam Railways serving the Town 1936, $5,413.00.

8. The Town is served by the Canadian Pacific Railway with four passenger trains each way daily, one passenger train each way to and from Kingston, daily; and one passenger train to and from Eganville daily. The Canadian National Railway provides two passenger trains in each direction daily. Colonial Coach lines run two passenger busses each way, daily during the summer season. This service is now discontinued until the summer of 1938.

In freight service the Canadian Pacific Railway has three trains each way, daily, on the main line; one train each way on the Kingston and Pembroke branch, and one train daily on the Eganville branch. Canadian National Railways have one freight train each way, daily, Taggart Service has through freight service from Ottawa to Pembroke and return, daily. Davison transport provides daily service to and from Ottawa.

9. For the building of the Canada Central Railway the Town gave a bonus of $33,000.00. This afterwards became the Canadian Pacific Railway and I understand the greater part of this bonus was refunded.

(a) We estimate that 35% of the annual cost of constructing and maintaining roads in the Town is occasioned by the operation of motor vehicles used for the transportation of freight or passengers for gain. This is based on a careful check of the vehicles using the streets and the greater depreciation caused by heavy trucks used in moving freight, as well as heavy passenger busses.

(b) The question of a fair contribution toward such costs by the motor transport industry is very difficult. We do not believe that sharing the gas tax with the Municipalities presents a satisfactory solution. The motor vehicles which cause the most depreciation per mile travelled on our streets, are the heavy transports, hauling heavy loads, much of which is on trailers, and these vehicles do not purchase gasoline in our Town or any other Town along their route, but are serviced at their base. A more satisfactory solution might be to provide for the ~~buying~~ levying of a business tax or income tax by the Municipality on motor carriers. This would be assessed on a statement of revenue derived from business originating in the Municipality, which statement would be supplied annually by the carrier companies.

The present system is unfair to the Municipalities, in that it allows one taxing authority to derive revenue from the issuing of licenses permitting carriers to operate their equipment over rights-of-way which are constructed, maintained and controlled by the Municipalities, without compensating the Municipalities for the resulting depreciation.

(c) Competing as they do with other systems of transportation which are subject to rigid government regulation and inspection as to service, standards of safety, rates charged, hours of labor and physical fitness of labor employed, the system of licensing common carriers should provide for an equal standard in truck or motor transport.

Using highways travelled by the general public, regulations should provide adequate standards of safety for all persons using the highways.

C.P.R.
Express
Flur Haw

In a general way it may be stated that the Canadian Railway Act carries the same provisions with respect to tariffs, tolls, discrimination, etc., for express carriers as for railway freight carriers, - see Section 360 of the Railway Act. The Act provides that express rates shall be filed with the Board of Railway Commissioners three days in the case of reduced rates and thirty days for advanced rates before they become effective. Reduced competitive rates, to meet rates already in force by other carriers, may be published on less than statutory notice - see Section 332 of the Railway Act.

Once published and filed, express rates must remain in force for at least thirty days unless further reduced, and are available to all shippers, the law providing that such rates cannot be restricted to the goods of any one particular firm or firms. Express tariffs are required to be on file at shipping and destination offices and are open for inspection by the public during office hours - see Section 351 of the Railway Act.

Speaking generally, express rates may be divided into four categories, described as follows:

(1) First-class rates - applicable to ordinary merchandise;

(2) Second-class rates - applicable to perishable products of the farm and fisheries;

(3) Commodity rates - usually applicable to articles rated second-class and of relatively low value, where despatch is essential, - though other factors enter into the establishment of commodity rates, such as the competition of markets or the competition of other carriers.

(4) Competitive rates (to meet truck competition) - applicable to all types of merchandise, produce, etc., and may consist of class rates or commodity rates, issued to meet the competition of motor trucks.

CLASS RATES -

So far as normal first-class express rates are concerned, they were prescribed by the Board of Railway Commissioners by General Order No. 268, dated July 25th, 1919. In determining the express rates for the various sections of Canada, the country was divided into three zones, which conform - in a general way - to those recognized by the railways in the construction of freight rates and are based upon differences in general operating and traffic conditions.

Zone "A" embraces what is generally termed "Eastern Canada", that is - territory south and east of Sudbury, Sault Ste. Marie, and Parent (except the T. & N.O. Ry.);

Zone "B" - the territory lying between Zone "A" and the Rocky Mountains;

Zone "C" - British Columbia.

Second-class express rates were set at 75% of the first-class express rates.

The express class rates were increased in February, 1921, in accordance with General Order No. 329 of the Board of Railway Commissioners, by the following extent:

First-class rates - 35%
Second-class rates - 25%

In accordance with General Orders No. 265 dated July 23th, 1919, and No. 327 dated February 2nd, 1921, cited above, the normal first-class express rates per 100 pounds for distances up to and including 500 miles, are as follows:

FIRST CLASS EXPRESS RATES IN CENTS PER 100 LBS.

Miles	Eastern Canada south and east of Sault Ste. Marie, Sudbury and North Bay -	North and west of Sudbury and North Bay (except the Sault Ste. Marie line) -
50	110	115
100	135	150
150	160	180
200	190	215
250	215	250
300	245	285
350	270	315
400	295	350
450	325	385
500	350	420

Owing to the different percentages by which the first-class and second-class express rates were increased in February, 1921, the second-class rates now run from 65% to 70% of the first-class rates, instead of 75% as formerly.

CLASSIFICATION -

Tariffs of express tolls are governed by an Express classification, which really is not so much a classification as it is a list of exceptions to the two general classes - first and second. Certain articles, such as millinery, vehicles, boats, etc., which by reason of their bulk, fragility or value, require more than ordinary care or entail more than ordinary risk, take ratings higher than first-class. General merchandise is rated first-class, while second-class rating is restricted largely to perishable, marketable, edible products of the farm and fisheries. No changes may be made in the Classification ratings unless and until they have first been submitted to the Board of Railway Commissioners for affirmative approval.

The Classification contains a special section, designated as the "Money Classification", which prescribes rates on articles which are not based on weight, but generally speaking on value. It may be stated that the weight of bonds, currency, documents, etc., carried under the Money Classification, is a small factor compared to the weight of safes, etc., necessary for their safe carriage and protection.

BLOCK TARIFFS -

While the first-class express rates as listed previously are on a mileage basis, the actual rates themselves do not conform strictly to mileage. As a simple method of stating class rates, a so-called "block" system applying throughout Canada is in force. There are approximately 8,500 express stations in the Dominion of Canada, and to state separately the rates from each one of these stations to each of the other stations would require a very large and involved tariff of rates. To simplify the situation, a so-called "block" system of express tariffs was established in 1919 with the approval of the Board of Railway Commissioners.

This system is based upon a division of the country into blocks (approximately 800 for all of Canada). All stations within each of the blocks are grouped, and the rates stated as applying from block to block

The stations are shown in alphabetical order by provinces in a Joint Directory of Express Stations, which includes the block numbers designating their location. This forms the key to the tariff of rates. Each block has its own tariff, covering all stations in that block to all stations in every other block.

In Ontario there are some 191 block tariffs. We are not filing all those tariffs with the Ontario Royal Commission on Transportation, though a copy of the Toronto block tariff is submitted as an example, as well as a copy of the Joint Directory.

CARTAGE DIRECTORY -

In the Province of Ontario the Canadian Pacific Express provides collection and delivery service on express matter at 155 places. These are listed in a Cartage Directory, a copy of which is submitted.

NORMAL COMMODITY TARIFFS -

So far as normal commodity tariffs are concerned, in the Province of Ontario the Canadian Pacific Express provides low rates on fruit and vegetables from the Niagara and Leamington Districts, as well as on blueberries from Northern Ontario, such rates being on a lower basis than the normal second-class rates. The Niagara and Leamington fruit and vegetable rates have been in force over a long period of years, and were established in the first instance to assist and encourage the fruit-growing industry. 20% higher

Special rates on fish are also in force from various fish shipping points in Ontario on a lower basis than second-class rates.

The Canadian Pacific Express also maintain special rates on cream - on a mileage basis - which are much lower than the normal second-class express rates. The rates on cream, in containers of five gallon, eight gallon, and ten gallon capacities, are practically what might be termed "statutory" rates, having been prescribed by the Governor General in Council by Order P.C. 494, dated 29th March, 1923.

There is also a so-called "Special Package" tariff which covers rates on parcels weighing up to 25 pounds. The rates in this tariff are on a provincial basis and were issued to meet the competition of the Post Office.

The various normal commodity tariffs which apply between Canadian Pacific Express points in Ontario are being submitted to the Ontario Royal Commission on Transportation. A list of such tariffs, with the O.R.C. numbers under which they are filed at Ottawa with the Board of Railway Commissioners, together with a brief description of their application, is shown on a separate memorandum designated "A".

TRUCK COMPETITIVE TARIFFS -

Over and above the so-called "normal" commodity tariffs, however, in order to meet the competition of motor transport operators, the express companies have established a special tariff of competitive class rates in the territory lying south and west of the Toronto - Orillia line, based on the following scale:

	Rate in cents per 100 lbs.	
Miles	1st class	2nd class
50	50	40
100	70	60
150	80	70
200	95	80
250	110	90
300	120	100
350	135	110

While these rates are listed as a mileage scale, yet the actual rates, as applied, are determined in connection with the block tariffs referred to above, and are covered by tariff C.R.C. No. E.T. 2720. In a general way, it may be stated that these competitive class rates are approximately 50% of the normal express rates which would ordinarily apply in Southwestern Ontario.

The Canadian Pacific Express Company also maintains numerous competitive commodity rates, which vary from time to time as a result of constantly changing competitive conditions. Such competitive rates are not compiled on any set basis, and bear no relationship to the standard or normal express rates, having been issued to meet a competitive situation, and the competitive express rates established must necessarily be influenced to a large extent by the level of the rates of the competing carrier they are designed to meet. The competitive express rates are either the same or somewhat higher than the known truck rates, and in no instances are they established on a lower basis.

The so-called "motor truck competitive" express tariffs in effect between Canadian Pacific Express offices in the Province of Ontario are being filed with the Royal Commission. These tariffs are listed on a separate memorandum, designated "B", the list showing the C.R.C. numbers under which the schedules are filed with the Board of Railway Commissioners, as well as a brief description of their application.

EXPRESS TRAFFIC ASSOCIATION -

It will be noted that several of the tariffs submitted have been issued by the Express Traffic Association. It may be explained that this Association is an organization comprising the various express companies which operate in Canada, - the purpose of the Association being for consultation and mutual advice in regard to the reasonableness of tariffs and classification and the publicity of same, to secure uniformity of practices between the various express companies, the promotion of traffic without discrimination as to individuals or to localities, and to aid in the proper observance of the laws of Canada relating to and regulating commerce. The issuance of joint tariffs by the Association not only reduces the cost of publication to the individual express companies, but also assures the adoption of similar rules, regulations and rates by the several express companies.

CANADIAN PACIFIC EXPRESS COMPANY,
Traffic Department, Toronto,
January seventeenth, 1 9 3 8.

(File 15382)

REPLY BY RAILWAY ASSOCIATION OF CANADA

TO THE

REPORT ON ANNUAL HIGHWAY COSTS

PROVINCE OF ONTARIO

BY

PROF. JOHN S. WORLEY AND E. J. HOWSON.

FOR THE RAILWAY ASSOCIATION OF CANADA:

J. P. PRATT	COUNSEL
F.C.S. EVANS	COUNSEL
C. B. BREED	CONSULTING ENGINEER

MONTREAL, JULY 6, 1938.

REPLY BY RAILWAY ASSOCIATION OF CANADA

TO THE

REPORT ON ANNUAL HIGHWAY COSTS

PROVINCE OF ONTARIO

BY

PROF. JOHN S. WORLEY AND E. J. HOWSON.

Professor Worley's report uses the word "cost" as synonymous with "expenditures". It is essential in making any comparison between it and the Breed report to bear in mind that these terms have quite different meanings.

Further the Worley report does not pretend to include all expenditures on rural roads nor does it include any expenditures on urban streets. By the process of eliminating expenditures and by taking advantage of all revenue the conclusion is reached that a surplus exists. Obviously if the account is credited with all revenue, it should be debited with all expenditures. For example, as indicated on page 7 of this reply, from 35% to 55% of gasoline tax revenue is derived from operation of motor vehicles within city limits. If that is the case what justification is there for eliminating expenditures on city streets or for that matter on roads in Northern Ontario?

An examination of the Worley report will disclose many errors, inconsistencies and distortions among which are the following:

Page 2

On page 2 is a statement headed "total cost 1921 to 1937 inclusive" of highways in Ontario. We will show that the table on page 2 is not total cost but is merely partial expenditure.

The Major Omissions and Errors are as follows:

Double Error of $17,342,590

Northern Development "costs less Federal subsidies" are represented at $67,457,254. This figure is in error by $17,342,590. The Highway Department's Answer to Question 42 (a) (b) (5) shows that the "Department's share" in

Northern Development Roads for 1903-1937 was $89,350,784; subtracting $4,551,032 for the period 1903-1920 leaves $84,799,842 which Professor Worley should have shown instead of $67,457,254. Besides this $84,799,842 others contributed $17,342,590 in addition. Thus the Worley brief makes a double deduction of this amount.

The "contributory costs" listed by Worley on page 2 are incomplete.

Omission of $46,724,038

The Highway Department's Answer to Question 42 (a) (b) (1) shows that Other Contributions to King's Highways for the period 1921 to March 31, 1937 amounted to $46,724,038 less $84,826 = $46,639,212. Worley probably intentionally omitted this figure on the assumption that it represented Federal contributions. We find from the Public Accounts of Ontario that only about $7,285,000 of this amount was contributed by the Federal Government. (In Answer to Question 45, the Highway Department finds only $5,877,275 of Dominion subsidy) The remainder came from the townships, counties, cities and towns. We maintain that no part of these contributions to King's Highways should be omitted from the "total cost" of highways which Worley's table purports to show. Federal contributions are as much a part of "total cost" of highways as any other contributions. The Federal Government has to obtain its money somewhere - directly or indirectly from the people of the Dominion, no small part of whom live in the Province of Ontario.

The items for County, Township and Indian Reserve Roads cover 17 years and are therefore inconsistent with the other figures which cover only 16 years 5 months. In computing the "average cost per year", Worley has assumed that all figures cover a period of 16 years 5 months.

It is obvious that the tabulation on page 2 of the Worley brief is so full of errors as to be worthless.

Without subscribing to the suggestion that annual expenditures are a true representation of the real annual cost, we submit below the corrected and completed Worley statement.

Corrected Values for Page 2 Worley Report

Total "Cost" 1920 to March 31, 1937 inclusive - Ontario Highways
(Does not include expenditures by Cities except those in which Province participated)

By Province	Period	Construction	Maintenance	Totals	Av. Cost Per Year
King's Highways	16 yrs.-5 mos.	$ 97,111,720	$ 26,609,106	$123,720,826	$ 7,556,294
County Roads	17 yrs.	36,714,670	18,404,605	55,119,275	3,242,310
Township and Indian Reserve Roads	17 yrs.	8,569,398	12,647,486	21,216,884	1,248,052
Colonization Roads	16 yrs.-5 mos.	4,295,755	3,434,995	7,730,750	470,909
Northern Development Roads	16 yrs.-5 mos.	84,799,842	23,220,968	108,020,810	6,579,948
		$231,491,385	$ 84,317,160	$ 315,808,545	$ 19,077,513
Contributory "Costs"					
King's Highways	16 yrs.-5 mos.	$ 35,879,144	$10,760,068	$ 46,639,212	$ 2,840,967
County Roads	17 yrs.	39,769,127	18,847,704	58,616,831	3,448,049
Township and Indian Reserve Roads	17 yrs.	20,259,878	22,851,819	43,111,697	2,535,982
Colonization Roads	16 yrs.-5 mos.	1,948,220	1,298,813	3,247,033	197,739
Northern Development Roads	16 yrs.-5 mos.	17,342,590	---	17,342,590	1,056,401
		$115,198,959	$53,758,404	$168,957,363	$ 7,918,800
Total "Costs" for Rural Roads		$346,690,344	$138,075,564	$484,765,908	$ 29,156,701
"Cost" excluding Northern Development and Colonization Roads		$238,303,937	$110,120,788	$348,424,725	$ 20,851,654

Below is given results of Worley's Table had City Streets been included.

"Cost" of Urban Streets	17 yrs.	$152,958,000	$ 59,897,000	$212,855,000	$ 12,520,882
Total "Cost" including all Rural Roads and Urban Streets		$499,648,344	$197,972,564	$697,620,908	$ 41,677,583

We have pointed out that the so-called "total cost" compiled by Worley is not cost but is expenditure. This does not include expenditures for city streets, except those expenditures on connecting links and in suburban areas where the Province or County helped to finance.

We have added the expenditure on urban streets (below the dashed line of our table) obtaining a total average annual expenditure of $41,677,583 on all classes of roads for the period 1920 to March 31, 1937.

It will be noticed that while Table 2 of the Worley brief corrected gives an average annual expenditure of $41,677,583, the average annual cost for the same period by the Breed report is about $31,000,000. (From Tables I and II) The explanation of this difference is that they are on two wholly incomparable bases. The Breed report spreads the capital expenditures over the service life of the structures, whereas the Worley report does not. It is improper to use the term "annual cost" as applying to annual expenditures, as Worley has done. The correct way of determining annual cost is shown in the Breed report. Worley's attempt to arrive at the annual cost by using annual expenditures omits entirely any consideration of the life and depreciation of the capital elements which go into the construction and interest on borrowed capital. Only by an analysis on the annual cost basis can one obtain a clear conception of the highway transportation business as a going concern. Examining the expenditures over a specific period, as Worley has done, is not so sound a business conception as the annual cost method, which is supported by innumerable authorities.

Page 2 - last line

The map showing railways and highways in Northern Ontario demonstrates that practically every road built in the Northern Development area parallels rather than connects with railroads. The highway development in the north country is an extension of the highway system in Southern Ontario; both are under the Provincial Department of Highways.

Page 3 - 3rd paragraph

All commercial and private vehicles in the Province are free to use the highways of Northern Ontario except P.C.V. operators in Southern Ontario and these have vigorously complained that such a limitation is a "barrier to commerce" (page 24 Second A.T.A. Brief).

Page 3 - last two paragraphs

The statement is made that the highway program of the future is

likely to diminish rather than increase. Considering the continued growth of motor vehicle use and the present demand for safer, wider and more durable roads it may be accepted that an increase is likely. The province has embarked on a program of four lane highways which will cost two or three times as much per mile as the standard highway of ten years ago. The Minister of Highways announced recently that No. 2 Highway from Windsor to the Quebec border is to be reconstructed as a four lane highway.

The last five depression years are certainly not typical of what may be expected in the future. During these years construction and maintenance costs were cut to the barest minimum particularly in respect of urban streets in and in Southern Ontario. Likewise the prices of highway materials and labor were abnormally low. The "costs" given on page 4 of Worley's brief are for depression years and should be considered as such; they are not typical of normal present or future expenditures. In the Breed report an average of the past 10 years is considered as an indication of future expenditures. This period (1927-36 incl.) includes about five years of highway expansion and another five years of retrenchment. The average expenditures for 1927-36 period are:

	Construction	Maintenance	Totals
Rural Roads	$ 23,500,000	$ 9,000,000	$ 32,500,000
Urban Streets	8,500,000	3,450,000	11,950,000
All Roads & Streets	$ 32,000,000	$ 12,450,000	$ 44,450,000

Two large quantities have been omitted from the "Contributory Costs" in the Table on Page 4 namely, contribution to the King's Highways of about $8,000,000 and contributions to Northern Development of about $16,000,000. There is also a discrepancy, in that some of the figures relate to a 5 year 5 month period while others relate to 6 years.

After correcting these omissions and difference in period of years, we have prepared on the following page a table similar to page 4 of the Worley report and at the bottom of the table have added expenditures on urban streets which were not previously included.

TOTAL "COST" OF ONTARIO HIGHWAYS 1932 TO 1937
(Depression Period)

EXPENDITURES BY PROVINCE

	PERIOD	CONSTRUCTION	MAINTENANCE	TOTALS	Average per Year
King's Highways	5 yrs.-5 mos.	$ 23,460,721	$ 8,197,496	$ 31,658,217	$ 5,844,594
County Roads	6 yrs.	5,872,554	6,402,613	12,275,167	2,045,861
Township and Indian Reserve Roads	6 yrs.	2,275,077	5,733,436	8,008,513	1,334,752
Colonization Roads	5 yrs.-5 mos.	957,348	825,578	1,782,926	329,155
Northern Development Roads	5 yrs.-5 mos.	55,704,918	8,762,013	64,466,931	11,901,587
Totals by Province		$88,270,618	$29,921,136	$118,191,754	$21,455,949

CONTRIBUTORY COSTS

TO					
King's Highways	5 yrs.- 5 mos.	$ 8,430,104	$ 3,039,424	11,469,528	$ 2,117,451
County Roads	6 yrs.	6,743,975	5,456,414	12,200,389	2,033,398
Township and Indian Reserve Roads	6 yrs.	4,149,094	6,787,374	10,936,468	1,822,745
Colonization Roads	5 yrs.- 5 mos.	537,365	358,243	895,608	165,343
Northern Development Roads	5 yrs.- 5 mos.	16,342,590	---	16,342,590	3,017,093
Total by Others		$36,203,128	$15,641,455	$51,844,583	$ 9,156,030
Total for Rural Roads		$124,473,746	$45,562,591	$170,036,337	$30,611,979
Total Omitting Northern Development and Colonization Roads		$ 50,931,525	$35,616,757	$ 86,548,282	$15,198,301
Urban Streets	6 yrs.	$ 36,724,000	$18,936,000	$ 55,660,000	$ 9,276,667
Total Rural Roads and Urban Streets		$161,197,746	$64,498,591	$225,696,337	$39,888,646

Page 5 - Tabulation near middle of page

This tabulation sets forth the expenditures that the Province has made; it excludes all payments for roads by other governmental agencies, all of Northern Ontario expenditures, and all urban street expenditures. Then it sets up against these figures 92% of the motor vehicle revenue on the assumption that this 92% is collected in Southern Ontario. Analyses of revenue from gasoline taxes in the United States have shown that from 35 to 55 per cent comes from operation of motor vehicles within city limits. All of this revenue is included in the 92% although none of the cost of city streets is included in the statement.

In addition the table does not include even two-thirds of the expenditures on Southern Ontario rural highways.

The process is further described in Mr. Duncan's Exhibit G.1. The amount $204,081,782 is intended to represent the expenditure by the Province on King's Highways and in subsidies to Counties and Townships in Southern Ontario; that is, it is only the expenditure by the Province on roads in Southern Ontario and does not include any expenditures by Counties and Townships. It is not the total construction expenditure on highways in Southern Ontario and it is only about 42% of the total expenditure on rural roads in the entire province.

Based on the foregoing assumption Exhibit G.1 purports to show an accumulation of interest on the deficiencies between expenditures and revenues for the period amounting to $36,355,336.

All the statements on the bottom of page 5 relate to Provincial expenditures only, not to the "total cost of all roads in this area" as intimated. About 40% of the cost was provided by other agencies of the government.

The contention that motorists are paying more than their fair share rests upon the premise that large sums of highway expenditure should be placed upon the general public. Worley would charge the public with all Northern Development costs, all urban street cost (outside Provincial jurisdiction) and with 40%± of the expenditure on all rural roads in Southern Ontario. It is easy to show a "profit" after disposing of the expenditures in this manner.

Page 6

The statement on this page compares motor vehicle revenue for the year 1936-37 with the maintenance cost of highways plus interest on the investment by the Province only in the highways of Southern Ontario plus amortization charges to retire this investment in 25 years.

This process is like taking an investment figure representing the value of a truck three years old and then depreciating it on the full life period of a new truck.

This provision is wholly inadequate for the upkeep of even the rural highways in Southern Ontario in that it assumes that all of the rural highways are in perfect condition at the present time; as a matter of fact they are in all stages of depreciation from those that require immediate replacement to those which have been recently reconstructed. Furthermore, a sinking fund provision beginning now and running into the future which is based on only 60% of the cost will never make more than 60% provision for future reconstruction. Obviously Professor Worley expects to put the rest of it on the public as well as all of the city streets, all Northern Development, and 40% of all of the costs of Southern Ontario rural roads. This would be the equivalent of making the general public pay 70% of all the cost of all roads and streets since 1919 and the entire cost prior to 1919.

The computations are based upon an investment value of $153,179,587.92 in rural roads in Southern Ontario, said to have been taken from the Public Accounts of Ontario. We find in the Public Accounts for the year ending March 31, 1936, page 36, an investment value of $155,084,994.46 for improvements to highways 1919-36. Evidently a deduction has been made from this amount for which no explanation is given in the brief. Note that the investment value used is one year in arrears of the maintenance costs; that is, the investment is as of March 31, 1936 and the maintenance cost as of March 31, 1937.

We cannot reconcile the amount $4,931,307 for maintenance with expenditures given in the Highway Department's Answers to Questionnaire. The amount apparently represents only Provincial expenditures and grants for maintenance. The source of this maintenance figure is not explained in the brief.

Page 7

At the top of page 7 an analysis similar to page 6 is made using 3.25% interest instead of 4.55% interest, and a 3% depreciation instead of 4%. The interest rate of 4.55% used in the Breed Report is a weighted average based on securities outstanding as at March 31st, 1937 and this is the actual rate being paid at that time.

At the bottom of page 7 a tabulation is prepared which follows the same general idea as the one at the top of page 7, except that this tabulation is based upon the values given in Public Accounts for the investment by the

Province in all highways including Northern Development and Colonization roads. The 4½% interest used is apparently a simplification of the 4.55% used in the Breed report. A charge of 3% per annum is made to retire the investment. This is equivalent to about a 33 year life which is much too long, especially when some of the investment considered was spent 17 years ago.

The tabulation is not a fair indication of highway costs because it neglects large expenditures by counties, townships and cities on roads and streets. It likewise considers only the past investment by one agency (the Province) with a bare allowance for current maintenance, neglecting adequate provision for the large expenditures for replacement which must be made annually to keep the highway system up to present and future standards.

Page 8 - Top

The conclusions in the Worley brief are reached by leaving out large items of investment and by presenting only incomplete annual "costs". The only way to obtain a true picture of the total annual cost is to compute the "annual cost" year by year as the investment is made; this method was followed in the Breed report.

Page 8A

The statement is made at the bottom of the page that city costs were obtained in a "speculative way". The Commission has been furnished with the basis for these costs. Approximately 45% of the costs are based upon actual records, the remainder was obtained by expanding these costs in proportion to population. Even if the adopted cost should be in error by as much as 10%, the highway cost picture would not be materially changed. Since the municipal records of street costs is not likely to be complete, the results are probably less rather than more than the actual expenditures.

Page 9

At the top of page 9 the item "Amortization at 4% on $356,271,000" is misleading. The $20,158,000 is not 4% of $356,271,000, but was obtained by adding accumulatively the depreciation cost for each year's new construction. (See Tables I and II of Breed report.)

The tabulation given in the middle of page 9 is unsound in principle. The unamortized cost of $356,271,000 was obtained on the basis of 25 year life and zero salvage. The Worley report now calls it an investment cost and proceeds to use it on the basis of a 25 year life and 49% salvage (the 49% appears at the top of page 10).

If the unamortized cost is figured from 1919 year by year on the basis of 49% salvage, we arrive in 1936 at an unamortized cost of $438,860,000 which should be used in order to be consistent with the treatment adopted by Worley. This would make the table in the middle of page 9 read as follows:

Interest on $438,860,000 at 4% (Unamortized cost for 25 years life and 49% salvage)	$ 17,554,000
Current Year's amortization charges	10,284,000
Maintenance	11,569,000
	$ 39,407,000

The difference between this amount and the $51,525,000 found in the Breed report is accounted for by (a) a lower interest rate, (b) exclusion of "taxes" at 1% and (c) allowance of 49% salvage instead of no salvage.

A statement is made in the Worley report that the maintenance figure, $11,569,000, is in error due to duplication. There is no such error. Professor Worley has merely deducted the maintenance cost for Northern Development roads and the cost of motor cycle patrol totalling $1,444,000 for the year 1936. We see no reason why he should have made such a deduction when the unamortized cost, with which he is dealing, includes the Northern Development.

Page 9

Near the bottom of the page the statement is made: "Professor Breed proceeds on the theory that rights-of-way, sub-structure and pavement will be worn out and gone at the end of 25 years".

No such assumption was made in the Breed report. The rights-of-way and much of the sub-structure existed in 1919 and their costs were not included in the annual costs computed in the report. Hence the 25 year life does not apply to these long-lived elements which were in use prior to 1919. Ample justification for the 25 year life is given in the Breed report, pages 33-37.

Page 10

In the 3rd paragraph the statement is made that "Professor Breed has charged the whole annual cost to the motor user". It is clearly set forth on page 5 of the Breed report that the motor vehicle user is not charged with "(a) the investment in right-of-way, (b) the annual cost of all roads built prior to 1919, (c) the total deficit accumulated from 1919 to 1936, and (d) lighting and sidewalks for urban streets".

If the annual cost of highways prior to 1919 had been carried forward into the period 1919 to 1936, the accumulated deficit would have amounted to about $436,000,000 instead of $326,000,000.

Social Necessity

One means that has been used in estimating the proportion of highway cost attributable to social necessity uses, is to study the trend of expenditures prior to the motor vehicle era and project this rate of expenditure forward into the present.

An examination of the annual expenditures for highways and streets in Ontario prior to 1905 discloses that these expenditures were nearly the same in each year and averaged about $4,000,000 per year.

It seems fair to assume that $4,000,000 represents the maximum amount the public was willing to spend during the period prior to 1905 for all road purposes, community and commercial, and this is a proper figure to assume as a fixed annual charge for social-necessity use during the entire period under review. This involves discarding the year 1919 as a starting date for calculating annual cost and substituting a date twenty-five years earlier, i.e., 1894.

If this fixed amount is charged annually to general taxation over the period, the annual cost of roads and streets amounted to $55,091,000 and of this there is chargeable to motor vehicles in 1936, $51,091,000 instead of $51,525,000 and the accumulated deficit 1919-36 chargeable to motor vehicles becomes $363,510,000 instead of $326,000,000. In this case, however, the amortization of the deficit should be borne by the motor vehicle owner since allowance has already been made for social-necessity use. The amortization charge for $363,510,000 over 50 years is about $15,700,000 per year which, when added to $51,091,000, makes the motor user's charge after 1936 equal to about $66,791,000 or about $15,200,000 per annum greater than 1936 cost in the Breed report.

Others have held that the annual cost for social-necessity use of highways should be an increasing amount each year, on the theory that highway expenditures would have increased with the population. Therefore, if we can establish a per capita cost for highways prior to the motor vehicle era and carry this forward to the present time, we will have a measure of increasing annual cost for social-necessity use.

A study of per capita highway costs in Ontario disclosed that from 1890 to 1903 the expenditures for rural roads amounted to less than $1.00 per capita of total population, and from 1903 to 1914 the rate of expenditure increased gradually to about $1.50 per capita; this included provision for commercial use. A study of these data leads to the conclusion that $1.00 per capita of total population represents the maximum amount of annual expenditures that rural communities deemed necessary for social-necessity use. Similarly, a study of the annual street costs in cities and towns indicated that $2.00 per capita of urban population represented the amount the public were willing to spend yearly on urban streets.

Applying these per capita costs to Ontario population statistics, we obtain an increasing allowance for social-necessity use which amounts to $6,037,000 in 1919 (for both urban streets and rural roads) and increases to $8,333,000 in 1936. The total annual cost of roads and streets in 1936 is $55,091,000 instead of $51,525,000, so that the proportion chargeable to motor vehicles is $46,758,000; but during the period 1919 to 1936, a deficit of $306,288,000 has accumulated, representing the difference between what motor vehicle users should have paid and what they did pay.

Since the allowance for social-necessity uses has been deducted year by year there is no justification now for placing this deficit on the public, so the amortization of this deficit should be placed upon the motor vehicle user adding about $13,200,000 per year to his share of the annual cost making his total cost after 1936 equal to $46,758,000 plus $13,200,000 = $59,958,000, or about $8,400,000 more than charged in the Breed report.

Page 14

The percentages of cost apportioned between the public and motor vehicle quoted from the Eastman report are apparently correctly quoted, but attention should be called to the fact that the Coordinator's Staff arrived at a figure of about 33% for urban streets and then arbitrarily decided that this was too much and used 25% instead without giving any reason for this reduction. Mr. Eastman allowed these percentages to be quoted as tentative; he has not given them his official endorsement. (See Letter on file) The quotation was from one of the several preliminary studies of the Coordinator's Staff.

The quotation accredited to Dr. C.S. Duncan refers to a pamphlet issued by the Association of American Railroads, July 1935. In fairness, it should be pointed out that on page 7 of the same reference used in the Worley report, "Highway Competition", Dr. Duncan makes the following statement:

> "Motor vehicles are now paying about three per cent of the costs of city streets, but they should pay not less than 25%, and probably as much as 50%".

In his latest study, Dr. Duncan considered 81.8% of state highways and local and county roads and 53.1% of city streets chargeable to motor vehicle owners.

Page 15

Both of these suggested distributions of cost (the Eastman and the Duncan) were predicated on evaluating the road systems as of 1921 and then amortizing that depreciated value over a period of years, and combining these charges with the annual cost of roads after 1921. If this were applied to the Breed report, it would increase the annual cost beginning with 1919. Assuming the Eastman distribution were adopted for the period from 1919 to 1936, the motor vehicle as a class would be charged with the percentages set forth in page 14 of the Worley report.

It will be noticed that the Eastman Staff figured the annual cost on much the same principle as that applied to the Breed report. They included interest on unamortized cost as well as taxes (taxes 1.75, interest 4.5%).

Page 15 of the Worley report purports to distribute $31,684,117 annual "expenses" shown on his page 9 by the Eastman and by the Duncan method of distribution. We are unable to check the breakdown of the total cost into King's Highways, county and township roads divisions. The total amount $31,684,117, we have already shown in error by $8,000,000, and also that this table on page 9 is all predicated on $356,271,000 being assumed as the investment value of all roads and streets as of 1936. This figure is not the investment value (from the Breed report as Worley says). Worley has apparently obtained it by adding the unamortized cost from Table 1, Col. 5, and unamortized cost from Table II for the year 1936, which is the Breed depreciated value on the basis of 25 years life and zero salvage value. Then Worley used this same value on his basis of 25 years life and 49% salvage value, and changed the interest from 4.55% to 4%, and omitted the taxes of 1%. So that the basic figures in his table on page 15 are wholly in error because inconsistent with his salvage value, and consequently his results are also in error.

Bottom Page 16 and Page 17

The statement is made that part of the cost should be allocated on the vehicle-mile basis and part on the ton-mile basis, but no explanation is given as to how the allocation is actually made in the table on page 17. There is no way of judging the worth of the figures which follow without the premises being stated. The headings at the top of the table, "Eastman" and "Duncan" are misleading; the method of allocation, whatever it may be, does not agree with either that of Eastman or Duncan.

Page 19 - Last Par.

The comments with reference to page 15 of the Worley report are equally applicable to the concluding paragraph of page 19.

Page 20 - 2nd. Par.

It is inferred that the basic highway is 2½" of concrete. The Breed report makes no such statement; it deals with the ratio of cost for different wheel loads and not with specific designs.

Pages 20 - 3rd, 4th and 5th paragraphs

The statement is made that the Corner formula gives no consideration to any other factor than to that of a standing load. In the following paragraph the Westergaard formula is mentioned as one that recognizes the subgrade support, but the statement is made that it is very difficult to evaluate it. If it cannot be evaluated it had better be assumed as zero, which is exactly what the Corner formula does.

To say that both of these formulae consider only standing load is absurd. Moving loads may develop impact, which is usually taken into consideration in the application of any such formula by either increasing the assumed wheel load or by selecting a lower value of unit stress in the supporting material. These matters have to be considered in the application of the Older or the Westergaard formula.

Page 21 - 2nd Par.

The fallacy of the argument on page 21 is the assumption that designing for climate automatically takes care of wheel load stresses.

If a basic road were built in Ontario, it would certainly not be a concrete road, but heavy trucks do in general demand the use of concrete in Ontario.

Note that the Washington questionnaire shows Massachusetts to take the stand that no concrete pavements would be built if there were no trucks.

Page 21 - bottom

The complete statement by the Committee of Highways of the A.R.E.A. only part of which is quoted in the Worley brief shows them to believe firmly that wheel-loads govern pavement design regardless of any difficulties encountered in trying to evaluate the effect of different magnitudes of loads. The following paragraphs precede those quoted in the Worley brief:

> "It is an elemental principle that the accommodation of heavier and bulkier bodies calls for stronger and larger engineering works. This is supported by the experience of the railroads during the one hundred years of their history. For example, it is virtually axiomatic that wider equipment calls for a corresponding increase in track centers and fixed structure clearances to provide the same degree of safety as that obtained before the wider cars and locomotives were introduced.
>
> "It has also been demonstrated by long experience that heavier cars and locomotives demand stronger track and more substantial roadbeds. Failure to provide such heavier construction results in rapid deterioration of the track and/or extraordinary expenditures for upkeep. It is because of these experiences that the railroads generally provide several standards of track construction of different strength and stiffness to meet the varying needs of lines of different volumes of traffic, because heavy locomotives as well as cars of extraordinary loads are intended to run only on tracks of adequate construction.
>
> "The Committee is convinced that the same basic principles would apply to the relation between the weights and bulk of highway vehicles and the pavements on which they operate. No facts have been brought forward that afford any valid objection to the conclusion that equal safety of operation calls for equal clearance between vehicles, operating at substantially the same speeds in different lanes, and inasmuch as the large vehicles, especially buses, operate at speeds almost as great as those of the private automobiles, consideration of safety demands a definite relation between the width of the pavement and the width of the vehicles that operate on them."
>
> (p. 589 February 1936 Bulletin - American Railway Engineering Association.)

Page 22

In connection with the width of the basic highway, the Breed report did not specify 16 ft. but pointed out that wider pavements are required for commercial vehicles, if they are to have the same clearances as passenger cars. If these clearances are not provided by building wider pavements, then the truck will continue to crowd the passenger car.

Page 22 - last par.

The State of Washington Cost Commission considered the basic highway conception a useful tool in spite of the fact that it was "imaginary". See Supplemental Report, Page 14, 3rd paragraph:

"Others have recognized the limitations inherent in this procedure and have given varying degrees of weight to them. The Transportation Committee of the Iowa State Planning Board quickly dismisses as a "purely fanciful assumption" the concept of a "basic highway" or "highway adequate for passenger cars and other vehicles commensurate therewith" used in the foregoing method of analysis*. With this the Commission does not agree for it feels that it is no more fanciful than is "cost of reproduction new less depreciation", a concept which is in many ways impractical, yet one which is most helpful in fixing public utility values for rate making purposes. Rather, the setting up of a "basic highway" and the study of additional "facilities required" and "cost caused" should be considered as one of several considerations in arriving at a fair and proper special tax for motor vehicles."

* - Iowa State Planning Board, Transportation Committee, Progress Report, March 31, 1935, page 33.

Page 23 - "Middle Road"

A revenue of $2,000,000 from this road appears to be a gross exaggeration. If the traffic should amount to 2,000,000 vehicles per year, a 6¢ gasoline tax could yield no more than about $272,000 and this for the most part would represent revenue from traffic attracted from other existing connecting roads.

Page 23 - In Middle of Page

The comparison made betwee payments made by P. C. V. operators and maintenance costs is incomplete because the construction cost is neglected. 4% interest on the construction amount ($2,865,000) alone would be $115,000 per year.

GENERAL CONCLUSIONS:

1. The Worley Report is a series of disconnected tables and observations each one of which proceeds on a different basis and adopts a premise of incomplete facts. In the result therefore confusion follows and no logical answer of any kind is, or can be, reached.

2. The above also applies to the tables and charts filed by counsel for the Automotive Transport Association during the oral arguments.

3. No real attempt is made to attack the principles of the Breed Report.

4. Whether one or the other of different "cost" figures found in the Worley report be used it is quite clear that on any accepted or reliable basis of measuring facilities required and the relative use by different classes of vehicles, the private passenger vehicles are today paying a relatively higher proportion of their share than are the heavier vehicles.

5. With reference to Social-Necessity use it is clear that the Breed report has been more generous than would have been the case if there were chargod through the entire period the same rate of expenditure per capita as obtained before the motor vehicle era.

FOR THE RAILWAY ASSOCIATION OF CANADA:

J. P. Pratt Counsel

F.C.S. Evans Counsel

C. B. Breed Consulting Engineer.

Montreal, July 6, 1938.

REPLY OF RAILWAY ASSOCIATION OF CANADA

TO BRIEF OF

THE ONTARIO ROAD BUILDERS' ASSOCIATION

- JUNE 1938 -

FOR THE RAILWAY ASSOCIATION OF CANADA:

J. P. PRATT, COUNSEL,
F.C.S. EVANS, COUNSEL,
C. B. BREED, CONSULTING ENGINEER,

Montreal, July 6th, 1938.

Reply of Railway Association of Canada

to Brief of

The Ontario Road Builders' Association

June 1938

The main thesis of this brief is that climate rather than wheel loads controls the design of pavements. No one can deny that climatic conditions must be taken into account in pavement design, but the requirements to meet climatic conditions do not automatically take care of wheel loads as is implied in the brief. Here lies the fallacy of the Roadbuilders' Brief.

We have the wheel loads and we have the climate. We know that wheel loads will cause certain stresses; they can be computed with reasonable accuracy; they are inescapable. If climatic conditions cause distortion of the pavement, additional stresses are set up which, when added to wheel load stresses, may exceed the strength of the material. It is impossible to design structurally for climatic stresses because no one knows what they are. The only scientific approach is to keep them, in a large measure, out of the pavement by proper subgrade preparation, and in the case of rigid pavements, by introducing sufficient joints to relieve the internal stresses. No one can say how thick a pavement should be to withstand a given climate because the most serious effects of climate are independent of thickness. Let us see what the climate can do to a pavement.

(a) Excessive moisture will soften the subgrade and weaken its support. This applies to all pavements.

(b) In rigid pavements temperature changes will set up internal stresses. This applies only to cement concrete pavements.

(c) Alternate wetting and drying and freezing and thawing will disintegrate the pavement structure. This applies to all pavements.

(d) In certain subsoils extended freezing will cause ice layers to form in the soil, heaving the pavement. When these ice layers melt, the subgrade becomes saturated and its supporting power is reduced to a low value. This applies to all pavements.

What are the remedies for these effects?

(a) Adequately drain the subgrade by means of side drains and porous foundation. This applies to all pavements.

(b) Place contraction and expansion joints at close intervals. This applies to cement concrete pavements.

(c) Provide adequate surface drainage to prevent water standing on the pavement and rigidly control the preparation and placing of the pavement so that it will be dense and waterproof. This applies to all pavements.

(d) Frost heave does not occur generally as would be inferred from the Road Builders' Brief. It occurs only here and there, and at very infrequent intervals. The following conditions must prevail for it to take place (1) a source of water must be available, i.e., the ground water level must be high, (2) a capillary soil must be present to "feed" water to the freezing zone, (3) the grain size and distribution of the soil must be within the range where ice segregation is possible, and (4) freezing temperatures must prevail over a considerable period.

The remedies to be applied follow the causes:

(1) drain away the water and lower the ground water level if possible

(2) and (3) remove the troublesome material and replace with gravel, sand or cinders

(4) insulate the subgrade against freezing.

The latter method is not usually practicable but the other remedies have been followed with success.

Notice that in all of these remedies the thickness of pavement is not involved. Now, suppose that these remedies are not applied, what will be the effect of pavement thickness? If the subgrade becomes soft the support will be uncertain and non-uniform, and the pavement will be obliged to span certain soft spots and perform like a floor or a bridge slab. Certain stresses will be introduced by the dead weight of the slab, the thicker the slab the better able it is to span the areas of soft subgrade - whether the slab fails or not and the extent to which it breaks up is dependent upon the wheel loads which must be borne during these periods of non-support. Wheel loads are most critical at this period when the usual factor of safety has been reduced, The Ontario Department of Highways recognizes this fact when they limit the loads allowed upon certain highways

during the Spring thaw.

Temperature effects are only present in rigid pavements such as concrete. In flexible types (of which there are many more miles than concrete in Ontario) they are not a factor. Thickening a concrete pavement will not reduce contraction stresses appreciably. Tests by the U.S. Bureau of Public Roads (Public Roads, November 1935) showed that thickening the pavement increased the stresses set up by restrained warping in cement concrete pavements.

Concrete slabs of the dimensions commonly employed for highway pavements cannot resist frost heaving, whether they are 4" or 10" thick they will heave just the same. Heaving is merely raising the pavement. If the heaving is uniform over long distances the pavement may not break; if the heaving is non-uniform the truck loads will crack them and form bumps. The critical period comes in the Spring when the subgrade thaws and becomes saturated due to the melting of the layers of ice which have formed in the soil. Whether or not the slab shatters during this period of uncertain support depends upon the wheel loads which must be carried. Ten thousand passenger cars may pass without a single fracture. One heavy truck may shatter the slab.

Any statement to the effect that a certain pavement thickness is required for climatic conditions fails to recognize the scientific approach to the problem. Since 1932, there has been great advance in the knowledge of subgrade preparation and pavement design, as evidenced in the reports of the U.S. Bureau of Public Roads, the Proceedings of the Highway Research Board, and in many other technical journals.

Climate has not changed much in the past 20 years but highway design has been revolutionized, and much of this change has been due to truck traffic. The following statement by Thomas H. MacDonald in the Annual Report of the Bureau of Public Roads for 1921 will serve to disclose the factors which were paramount in the development of modern highway design:

"By all means the most important development in highway traffic from the standpoint of the roadbuilder is the increasing use of the heavier motor trucks. The reduced unit cost of operation which follows from the transportation of commodities in greater bulk tends to promote the development and use of vehicles of the largest capacity which can be utilized to advantage. It is desirable to gain this advantage, if it is actually an advantage, but it is this point which is seriously in doubt. The doubt arises from the fact that the roads which are adequate for traffic of automobiles and light trucks are entirely unable to support the weight of the heavier trucks and to build roads which will carry the heavy vehicles will greatly increase the cost of construction".

An inspection of the highway system of Ontario shows that the heavily travelled roads are of concrete and heavy bituminous types and the lighter travelled routes are of thin bituminous surfaces or gravel. Is the climate any more severe on the lightly travelled roads than on the heavily travelled roads? Most of the thick pavements are in Southern Ontario, where truck traffic is heavy.

We are familiar with the Lavis paper in the 14th Proceedings of the Highway Research Board. The limitations of this paper are brought out in the discussions offered by C. B. Breed and W. S. Downs on pages 113 to 122 of the report.

We are in thorough agreement with the article quoted from NERBA, February 5, 1938. However the Road Builders' Brief fails to quote the most significant portion of the article which follows:

"By the use of these methods over a long period of years, frost heaving, frost breaks, and pavement failures due to foundation failure are almost unknown on improved roads in Massachusetts. We feel that the cost repays itself many times in the added life of pavements and the reduction in maintenance expense.

"I have said nothing about methods of stabilizing subgrade other than by a gravel foundation because the low cost of an adequate gravel foundation in Massachusetts makes other methods uneconomical. In 1936 the average cost of a 12 inch gravel foundation complete in place was 17 cents per square yard."

The two high type pavement designs commonly used in Massachusetts are bituminous macadam and cement concrete. The average costs per square yard of these pavements computed by the Massachusetts Department of Public Works on the basis of average 1937 bid prices are:

Bituminous Macadam (4" base course, 3" top course, 2 7/8 gals. Asphalt)	$1.04 per sq. yd.
Reinforced cement concrete (8" uniform thickness)	$1.99 per sq. yd.

The cost of providing a stable subgrade is $.17 per sq. yd. in addition to the above amounts. The per cent of total pavement investment required to obtain such a stable subgrade was 15% for macadam and 8 1/2% for concrete.

The character of the subsoil in Massachusetts is not markedly different from that in Ontario and climatic conditions in the western portion of the state (Berkshire Hills) are about as severe as those in Ontario. A temperature range of +100° F. to -20° F. is not uncommon in this part of Massachusetts. In the remainder of the state there are frequent fluctuations in temperature as in Southern Ontario, causing repeated freezing and thawing which has proved more detrimental to pavements than long continued cold.

Referring to page 3 Exhibit H of the Road Builders' Brief -

The Breed report does not suggest neglecting the effect of climate, but states that it should be taken care of in the only known scientific way, i.e., by proper drainage and subsoil preparation or replacement. No "factor of safety" against climate can be obtained by thickening pavements because the climate is no respecter of thickness. The additional thickness will, however, give greater support to wheel loads under adverse conditions of support. Recent research of the Bureau of Public Roads shows that additional thickness of concrete pavements increases stress due to temperature changes. Hence the heavy trucks which require thick pavements tend to increase the bad effect of temperature changes.

Referring to page 4 of the Brief

The statement is made that the edges of a concrete slab are thickened to resist frost action. It has been universally accepted for years that the thickened edge is employed to give a "balanced design" for wheel loads. The edges and corners have been definitely established as the weakest parts of the slab and are therefore thickened so that they will offer the same load bearing capacity as the central proportion of the slab. From the Bates Road test to the present time this principle has been propounded without dispute. See cover of Public Roads, December 1935, for latest recommendations of

the U.S. Bureau of Public Roads for "a concrete road with a cross section balanced for load stresses".

If the power of frost is "irresistible", a 10" edge will offer no more resistance than the 7" center thickness. Where snow is ploughed from the road the frost usually penetrates deeper in the center portion of the road than at the edges, hence the heaving may be greater at the center than at the edges.

The thickened edge type of design was the result of the Bates Road test, a full size experiment on pavements of different designs. These road sections were subjected to loads and they failed under loads - not climate.

The statement is made that "thin bituminous roads will not stand up under winter and spring conditions in Ontario but deteriorate very rapidly". If this is the case, we wonder why the Ontario Department of Highways has built such an extensive mileage of these types on lightly travelled roads.

Referring to Page 5 of Brief

Although passenger cars share with trucks and busses in the additional facilities offered by extra width and flatter grades, we maintain that the truck and bus have a greater proportionate share in the responsibility for these added facilities because by their very nature they require more space on the highways and in the case of the slow truck are chronic offenders - day in and day out.

Referring to Page 6 of Brief - life of pavements

We agree that the life of a pavement will be shortened by a combination of weak subgrade and heavy wheel loads as stated. But if the subgrade remains stable through adequate drainage, then the life of the road will depend upon the magnitude and frequency of the wheel loads. Concrete is known to ultimately fail in fatigue if repeatedly stressed in excess of one-half its maximum fibre stress in tension (modulus of rupture). Pavements are ordinarily designed so that the design wheel load will not cause a stress in excess of one-half the ultimate - but if this load is exceeded or if the expected factor of

safety is dissipated by internal stress which has not been provided for in design - then ultimately the pavement will fail in fatigue. In certain localities pavements have been known to go to pieces all at once due to this phenomenon. Frank T. Sheets, Consulting Engineer of the Portland Cement Association, has applied this fatigue principle to determine the life expectancy of different pavement design. See "Concrete Road Design - Simplified and Correlated with Traffic" published by the Portland Cement Association.

An extensive survey was made recently of all concrete pavements in service in the State of Illinois for the purpose of determining the average service life of these pavements. ("A Study of Highway Costs and Motor Vehicle Taxation in Illinois" by V. L. Glover, Department of Public Works and Buildings Division of Highways - Illinois.) The results for the survey showed conclusively that the pavements on the heaviest travelled routes had the shortest life. The State of Illinois has probably had more extensive experience with concrete pavements than any other state in the Union. Practically all their important roads are paved with concrete. The following is what they say about the effect of wheel loads on the life of their pavements: (page 33)

"The service life of a rigid pavement depends upon the design of the pavement slab, the factor of safety with respect to traffic loads, the effect of the natural elements, and changes in traffic conditions.

"Weathering affects all types of pavements adversely. In the case of concrete pavements, it causes cracking and unstable subgrade support, thereby reducing the ability of the pavement to carry loads without high stresses. Unless the pavement slab itself is designed and constructed with a factor of safety sufficiently high to take care of these conditions, injury will result, especially under the repeated applications of heavy wheel loads.

"Changes in traffic conditions often render pavements obsolete and may hasten the destruction of the older pavements. During the motor vehicle era, it has been necessary to change the design of pavements continuously in order to meet changing traffic conditions. Many pavements have become obsolete at a rapid rate and frequent relocations have been necessary to meet needed changes in alignment and grade long before the pavement slab itself was worn out".

Professor Morrison's conclusions were based upon an analysis of only 115 accidents on few roads of different widths. There are so many factors entering into the cause of accidents that it is

dangerous to draw broad conclusions with respect to the effect of one element, pavement width.

Summary

Pavements must be designed for climate and for wheel loads. The only scientific way to design for climate is to stabilize the subgrade and, in rigid pavements, to provide sufficient joints to relieve internal stress. After this is done the pavement thickness depends upon wheel loads.

It is common practice to build light surfaces for light traffic and heavy surfaces for heavy traffic, yet the climate remains the same.

The thickened edge design for concrete pavements was developed to support wheel loads and for no other purposes.

Given a properly designed subgrade, concrete pavements are more likely to wear out from fatigue under wheel loads than from any other cause.

The Brief of the Ontario Road Builders' Association relates almost exclusively to concrete pavements, which comprise about 3% of the total mileage and not over 12% of the annual cost of all roads and streets. In other words, about 90% of the road cost was not discussed.

To avoid confusion as to the result of the Road Builders' Brief, it should be carefully noted that at best it is an argument for charging proportionately less to heavy vehicles and proportionately more to lighter vehicles including the private pleasure vehicle. It is obvious that whatever the effect of climate in adding to the cost of roads and streets, these added costs were incurred to provide improved surfaces only after the motor vehicle era arrived and therefore should not be imposed upon the general taxpayer.

FOR THE RAILWAY ASSOCIATION OF CANADA:

J.P. Pratt,	Counsel,
F.C.S. Evans,	Counsel,
C.B. Breed,	Consulting Engineer,

Montreal, July 6, 1938.

THE ROYAL COMMISSION
ON TRANSPORTATION

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Submission

of

THE AUTOMOTIVE TRANSPORT ASSOCIATION

OF ONTARIO

Toronto, Ont.
Feb. 23, 1938

INDEX

THE ROYAL COMMISSION ON TRANSPORTATION

TERMS OF REFERENCE

Copy of an Order-in-Council approved by the Honourable, the Lieutenant-Governor, dated the 26th day of August, A. D., 1937, as amended the 13th day of October, A. D., 1937.

Upon the recommendation of the Honourable, the Attorney General, the Committee of Council advise that pursuant to the Public Inquiries Act, Revised Statutes of Ontario, 1927, Chapter 20, a Commission be issued appointing Edgar Rodolphe Eugene Chevrier, one of His Majesty's Justices in the Supreme Court of Ontario, Clarence Richard Young of the City of Toronto in the County of York, Professor of Civil Engineering, and Edwin Roy Sayles of the Town of Renfrew in the County of Renfrew, Publisher,- Commissioners,-

1. To investigate, inquire into and report upon all matters pertaining to or affecting persons or corporations engaged in the business and operation of transporting freight by motor vehicles, whether for gain, or not for gain, and passengers by motor vehicles for gain, and more particularly:

   (a) The tolls and rates charged by the owners or operators of such motor vehicles for passengers and freight and the method of fixing and determining the same:

   (b) The taxes, license fees or other charges imposed by any taxing authority upon the owners or operators of such motor vehicles:

   (c) The wages paid to their employees by the owners or operators of such motor vehicles:

   (d) The hours of labour of the employees required by the owners or operators of such motor vehicles:

   (e) The subsidies, or otherwise, contributed by any governmental body, including any municipal corporation, to the owners or operators of such vehicles.

2. To compare and report upon the tolls and rates charged by the owners or operators of such motor vehicles and all taxes, license fees or charges imposed upon them with the tolls and rates charged by and the taxes, license fees or charges imposed upon any other mode of transportation by rail, water or air.

3. To compare and report upon the wages paid and the hours of labour demanded by the owners or operators of such motor vehicles with the wages paid and the hours of labour demanded by the owners or operators of other modes of transportation by rail, water or air.

4. To investigate and report upon the present method of licensing and regulating such motor vehicles, and what further provisions should be made for the licensing or regulating of persons or corporations transporting passengers by motor vehicles for gain, and persons or corporations transporting goods by motor vehicles whether for gain or not, in order as far as possible to ensure that just and reasonable service shall be furnished by such persons of corporations and to prevent such persons or corporations from unfairly competing with one another, or with other forms of passenger and freight transportation.

5. To investigate and report upon the annual cost of constructing, maintaining and administering all public roads in the Province of Ontario and the contributory cost, direct or otherwise, by the municipalities affected, and to what extent the cost of such public roads should be met by the owners and operators of such motor vehicles.

Herewith is a resolution unanimously adopted by the members of the Automotive Transport Association of Ontario on August 29th, 1937, which reflects the general attitude of the highway transport industry.

WHEREAS the Government of the Province of Ontario has appointed a Commission to investigate, inquire into and report upon matters pertinent to highway transportation in the Province of Ontario

AND WHEREAS The Automotive Transport Association of Ontario, a non-profit, voluntary organization, organized in 1926, set forth as its objects;

"to promote and further the interests of the automotive transport industry;

to maintain the rights and privileges of inter-urban commercial truck operators; etc."

and having a membership of some three hundred carriers, operating some three thousand motor vehicles under the Commercial Vehicles Act, 1936, is vitally concerned with all matters pertaining to the motor transport business

AND FURTHER The Automotive Transport Association of Ontario is of the considered opinion that the regulations governing the operation of its members' businesses are in need of certain legislative adjustments

BE IT THEREFORE RESOLVED that The Automotive Transport Association of Ontario, convening in Toronto this Twenty-ninth day of August, Nineteen hundred and thirty-seven, express its pleasure at the appointment of such a Commission in the hope that an unbiased investigation of the highway transport business will result in equitable legislation

AND BE IT FURTHER RESOLVED that The Automotive Transport Association of Ontario place on record with the Hon. Mr. Justice E. R. E. Chevrier its eager desire to co-operate with said Commission, of which he is Chairman.

THE PUBLIC INTEREST

In the present highly organized state of civilization economic, fast and dependable transportation is an absolute necessity. Henry Ford once said:

> "The primary functions of society are agriculture, manufacture and transportation. Community life is impossible without them. They hold the world together. Raising things, making things and carrying things are as primitive as human need and yet as modern as anything can be. When they cease, community life ceases."

Within the scope of written history new facilities for land transportation have all been accompanied by dislocation. The owners and lessees of toll roads resented the appearance of canals. Later on those interested in the highways and the canals resented the appearance of the railways. Now, we find a school of thought in railway circles expressing resentment over the development of highway transportation!

Highway transportation is the oldest form of transportation. Man from his earliest days transported himself and his goods over rough trails. Modern highways are merely developments of these ancient trails.

As a guide in the solution of our transportation problem it is of first importance that the right general principles be laid down and kept constantly in view.

In considering the interests involved it cannot be disputed that the interest of the public is paramount and that the most efficient instruments of transportation must, in the public interest, prevail in those fields where they have demonstrated their efficiency.

The following excerpts from studies made on transportation portray the true spirit:

The Joint Committee of Railroads and Highway Users, New York, January, 1933:

> "The public is entitled to the benefit of the most economical and efficient means of transportation by any instrumentalities of transportation which may be suited to such purpose, and no legislation should be enacted which has for its purpose the stifling of any legitimate form of transportation. The supreme test must always be the interest of the public. The public's right to the selection of the agency of transportation which it wants and which it finds most useful must be respected."

The National Transportation Committee of which the late ex-President of the United States, Calvin Coolidge, was Chairman:

> "One thing is certain. Automotive transportation is an advance in the march of progress. It is here to stay. We cannot invent restrictions for the benefit of railraods. We can only apply such regulation and assess such taxes as would be necessary if there were no railraods, and let the effect be what it may."

What then is the public interest?

1. The orderly functioning of our highway transportation system;
2. The operation of equipment that will not endanger human life and property;
3. The payment of equitable wages to those engaged in highway transport;
4. The fair apportionment of the cost of constructing and maintaining our highways.

THE AUTOMOTIVE TRANSPORT ASSOCIATION OF ONTARIO

The Automotive Transport Association of Ontario is a voluntary, non-profit organization of Public Commercial Vehicle operators. The Association was organized in 1926 and incorporated by Letters Patent issued under the Companies Act of the Province of Ontario in 1928.

The "Objects of Organization" as set forth in the constitution of the Association are inter-alia as follows:

> "To promote and further the interests of the automotive transport industry; to maintain the rights and privileges of inter-urban commercial truck operators; to promote rational legislation; to undertake and promote publications in the interest of the automotive transport industry; to collect and disseminate information relative to the operation and conduct of the trucking industry; to undertake co-operative advertising on behalf of the industry:"

ASSOCIATION MEMBERSHIP

The Association has a membership of 330 carriers operating approximately 3,000 vehicles, 2,245 of which are licensed under the Commercial Vehicles Act, 1936. The latter vehicles are classified as follows:

Class of P.C.V. Licenses	No. of Carriers	No. of Vehicles	Percentage of Total Licensed
A	105	1635	74%
B	24	45	30
C	107	230	19
D	20	138	38
E	13	24	4
F	47	123	7
H	14	50	21
	330	2245	

We estimate that the investment in property and equipment of our members at approximately $8,000,000.00.

The extent of our members' services covers operations as far north and west as Ansonville and Kenora, east to the Province of Quebec and south to the International boundary.

In addition to our membership of Public Commercial Vehicle operators we have 42 associate members representing concerns manufacturing and/or selling equipment and supplies to the industry.

ASSOCIATION ACTIVITIES

The business of the Association is supervised by a Board of Directors and controlled by those members holding P. C. V. licenses. The Board of Directors is composed of 15 licensed carriers and is elected annually with specific representation from the following districts:

Toronto and District;
Hamilton and Niagara Peninsula;
Western Ontario;
Central Ontario;
Eastern Ontario;
Northern Ontario.

The Association has steadily advocated progressive legislation, the payment of equitable wages to employees and reasonable working conditions. It encourages safe driving through a continuous "Safe Driving Campaign" amongst drivers engaged by Public Commercial Vehicle carriers.

The Association has co-operated with the Department of Highways, the Ontario Provincial Police, the Provincial Department of Labour, the Workmen's Compensation Board, the Lord's Day Alliance, Boards of Trade, Chambers of Commerce, the Canadian Manufacturers' Association, the Canadian Industrial Traffic League and others concerned with the welfare of highway transportation.

Representations have been made before numerous Commissions, Provincial, Federal and Interprovincial Conferences, all with the object of furthering the interests of the public and the industry.

Permanent offices are maintained in Toronto for the use of our members and as an information bureau for the shipping public.

During our fiscal year ending June 30th, 1937, 86,000 pieces of mail were handled by the office and several thousand requests for information from Toronto shippers were answered over the telephone.

OFFICERS AND BOARD OF DIRECTORS

Officers:

President:	Geo. Rodanz
1st Vice-President:	Leo. W. Thibodeau
2nd Vice-President:	John S. Hall
Treasurer:	Milton J. Gray
Secretary:	Morley J. Pape

Board of Directors

Toronto and District

Roy M. Andrews	Toronto-Peterborough Transport Co.Ltd.	Toronto
Wilfred H. Male	Colville Cartage Co. Ltd.	Toronto
Morley J. Pape	Coville Transport Co. Ltd.	Toronto
Geo. Rodanz	Direct Transport Ltd.	Toronto

Hamilton and Niagara Peninsula

Harold H. Leather	Leather Cartage	Hamilton
G.M.(Don) Parke	Toronto-St. Catharines Transport Ltd.	St.Catharines

Western Ontario

George Lyon	Lyon Transportation	Kingsville
T. E. Pressey	Pressey Transport	Sarnia
Leo. W. Thibodeau	Thibodeau Express	Windsor

Central Ontario

Milton J. Gray	Stratford Motor Transport	Stratford
Norman C. Schell	Schell Transports Ltd.	Woodstock

Eastern Ontario

Norman J. Emblem	Norman's Transfer Ltd.	Montreal
John S. Hall	Motorways, Ltd.	Ottawa

Northern Ontario

Geo. Delongchamp	Delongchamp Cartage Co. Ltd.	Sudbury
J. Palangio	DeLuxe Transportation	North Bay

Executive Secretary-Manager

Jos. O. Goodman.

SCOPE OF INQUIRY

Terms of Reference:

> "To investigate, inquire into and report upon all matters pertaining to or affecting persons or corporations engaged in the business and operation of transporting freight by motor vehicles, whether for gain, or not for gain....."

TRANSPORTATION OF FREIGHT BY MOTOR TRUCK

The motor truck performs a very necessary service, a fact which is attested by the steady and rapid growth of truck registrations. In Ontario these have increased from 2,618 in 1916 to 75,683 as at November 1st, 1937, an advance of approximately 3,000%. It is estimated that 1.3 persons per truck are directly employed by motor transport in the Province. This represents a total of over 100,000 wage earners and their families directly dependent upon the industry. In addition, many times this number of persons are indirectly supported by the trucking industry in allied occupations. The rapid increase in trucks in use, has done much to take up slack in unemployment and to give youth a start in life.

per vehicle

It is evident that from the point of view of future employment, the trucking industry is of greater value to the Province than the railway industry.

The motor truck fills a need for expeditious, frequent and specialized service which other forms of transportation have been unable to meet. The area in which the truck renders its most useful purpose is that which can be served one or more times during the day and the area within which overnight delivery can be made.

In Ontario the most important development of the motor truck commenced during the era of improved road construction dating back to the completion of the Lakeshore Highway towards the end of the Great War. From 1919 to 1937 motor truck registrations advanced from 11,428 to 75,683. During these years astounding changes were made in the development of the vehicle. The introduction of pneumatic tires and semi-trailers was responsible for lowered cost of operation and increased efficiency.

The motor truck has been of inestimable value to Ontario's farming industry. The motor truck is greatly assisting in the development of rural communities located on branch railway lines and other points not served by the railways. Because of the flexible nature of its service and its adaptability to commerce and industry, the motor truck can be truly referred to as "made to measure transportation."

The importance of inter-city truck transportation to metropolitan centres can be shown from a summary of the services rendered to the city of Toronto.

180 common carriers give overnight service between Toronto and points as far distant as New York City. There are 79 contract carriers located in the city and 28 long distance furniture movers.

90% of Toronto's entire daily milk consumption, is transported to the city from farms as far distant as 140 miles.

Over 1,000 cattle trucks come to the Toronto markets once a week. Many of these take their own return loads of feed, fertilizer, implements and other necessities direct to the farm.

For the handling of freight there are in the neighbourhood of 100 transport warehouses in the City as well as 5 terminals provided by private individuals who pick up and deliver for some 60 small carriers.

It is estimated that 4,000 men and women are employed by interurban truck haulers in Toronto who operate some 3,500 vehicles.

ECONOMIC SPHERE OF THE MOTOR TRUCK

Twelve years ago transport owners viewed 100 miles as the economic range of motor truck operations. The intervening years have wrought astounding changes in the physical improvement of the vehicle until to-day economical common carrier operations are maintained on routes of 400 miles in length, while contract carrier movements in the Province of 500 miles and furniture hauls of 700 miles are not uncommon. It goes without saying that the improved highways have been of paramount importance in the increased scope of motor truck operations.

57% OF ONTARIO'S COMMUNITIES NOT SERVED BY RAILWAYS

A reason for the rapid growth of motorized transportation is the fact that of the 4,750 communities in Ontario, 2,709 are located from one-half to 50 miles from a railway station. Exhibit No. 1 lists the communities referred to; these are summarized by counties. It will be noted that approximately 75% of the communities not served by railways are located in the heavily populated sections of the Province.

The following tables show the distances of occupied farms to market towns and to railway stations in Ontario:

DISTANCES--OCCUPIED FARMS TO MARKET TOWNS

	Per Cent
Under 5 miles	35.1
5 - 9 miles	32.9
10 - 14 "	16.1
15 - 24 "	10.3
25 miles and over	3.9
	100 %

DISTANCES--OCCUPIED FARMS TO RAILWAY STATIONS

	Per Cent
Under 5 miles	63.6
5 - 9 miles	28.1
10 - 14 "	5.3
15 - 24 "	1.9
25 miles and over	0.9
	100 %

The Canada Year Book, 1934-5 says:

> "One sphere where the motor car has been of special economic advantage has been in rural areas, where its speed and economy are a great improvement over the old horse-drawn vehicle. As a result, in the census of 1931, every second farm reported a farm-owned motor vehicle."

We quote from the 1937 report of the United States Secretary of Agriculture:

> "Recent studies of the Bureau of Agricultural Economics show that about half of the consumers' food dollar goes to pay marketing costs. For 12 important fruits and vegetables this cost of distribution in 1936 averaged 60% of the retail value of the products."

The United States Department of Agriculture stated in 1918 that wagon haulage cost of wheat averaged 30¢ per ton mile as against 15¢ by motor truck. This comparison serves to explain the growth of rural motor truck registrations and reduction in marketing costs of farm products. Greater economies have been made since then in motor truck haulage.

CLASSIFICATION OF MOTOR TRUCK CARRIERS

Class of Carrier		License
1. Private Carrier	(a) Manufacturer	Ordinary Commercial
	(b) Wholesaler	" "
	(c) Retailer	" "
	(d) "Tramp Trucker" (1)	" "
2. Common Carrier	(a) Freight (2)	Ordinary Commercial plus Class "A" P. C. V.
	(b) " (3)	Ordinary Commercial plus Class "B" P. C. V.
	(c) Restricted (4)	Ordinary Commercial plus Class "C" P. C. V.
	(d) Special contracted equipment (5)	Ordinary Commercial plus Class "D" P. C. V.
	(e) Milk (6)	Ordinary Commercial plus Class "E" P. C. V.
	(f) Livestock (7)	Ordinary Commercial plus Class "F" P. C. V.
	Brick (7)	" " " "
	Coal (7)	" " " "
	Road construction materials (7)	" " " "
	Cement Blocks (7)	" " " "
	Rough Lumber (7)	" " " "
	(g) Furniture (8)	Ordinary Commercial plus Class "H" P. C. V.
	(h) Farm produce (9)	Ordinary Commercial
	(i) City Carters (10)	Commercial
3. Contract Carrier	(a) Freight (11)	Ordinary Commercial plus Class "D" P. C. V.
	(b) Railways (12)	" " " "

Explanatory notes:

(1) An individual without a place of business who buys and sells merchandise but whose profit is the transportation charges he makes.

(2) Any Public Commercial Vehicle operated over a regular route on The King's Highway or to a point NOT on the King's Highway.

(3) Any Public Commercial Vehicle operated over a regular route from or to a Home Terminal NOT on the King's Highway or between points NOT on the King's Highway.

Note: (2) and (3) not permitted to haul furniture unless special permission is received.

(4) These carriers are restricted to one person's goods on any one trip from or to carriers' home terminal. In the case of milk and livestock carriers, this type of license permits carrier to take return loads of say, feed, fertilizer and

other farm materials. A carrier with this class of license can pick up merchandise say at a wholesale grocer and deliver same to more than one person. Many carriers with Class "A" and "B" licenses also have what is known as Special "C" permission. This permits a carrier who, say, has an "A" license to take a load from his home terminal to a point off his route.

(5) Includes "carry all" trailers for heavy machinery, automobile trailers, gasoline tanks and other specially constructed equipment.

(6) Exclusive milk carrier restricted to route, patrons and dairies.

(7) Outside of livestock this group covers carriers of the basic commodities. Many of the vehicles licensed in this group have specially constructed bodies, such as dump bodies, "open" bodies (for brick) etc.

(8) Exclusive carrier of used uncrated furniture and household effects-- not restricted to any specified territory.

(9) With the exception of livestock and milk and cream a P.C.V. license is not required to haul products of the farm or forest, coming directly from the farm or forest.

(10) This group consists of for-hire carriers engaged in local cartage work.

(11) Although carriers in this group are called "contract carriers", they are not, in the true sense of the word contract carriers, as the contract form recommended and acceptable by the licensing authorities is not a binding one. Carriers licensed in this group are restricted from one to sixteen contracts. They can carry mixed merchandise for these companies. Generally speaking they are not restricted to any specific route. Unless the license is specifically restricted to hauling for certain companies, these carriers can change their contracts practically at will, although we understand the licensing authorities are discouraging this "free" change policy.

(12) This group consists of highway carriers under contract to the railway and express companies and also vehicles owned by these companies. In the main they are restricted to the hauling from one railway terminal to another. Contracts must be filed with the Department of Highways.

The following statistics from the Union Stock Yards of Toronto are highly significant:

Receipts of Live Stock

Year

1918 - by rail.....1,001,472
" - by truck..... 17,946-% of total receipts - 1.76 %

1928 - by rail..... 845,182
" - by truck..... 172,229-% of total receipts - 16.92 %

1937 - by rail..... 477,815
" - by truck..... 499,194-% of total receipts - 51.09 %

Note: In 1937
62% of all calves received came in by motor truck.
73% of all hogs received came in by motor truck.

Shipments of Live Stock

x 1930 - by rail..... 266,526
" - by truck..... 99,115-% of total receipts - 27.1 %

1937 - by rail..... 206,983
" - by truck..... 236,382-% of total receipts - 53.31 %

x earliest figures available

Note: In 1937
84% of all hog shipments were made by motor truck.
67% of all sheep shipments were made by motor truck.

TRANSPORT OPERATORS ARE IMPORTANT PURCHASERS OF EQUIPMENT AND SUPPLIES

The following is gleaned from a survey conducted by the Association in 1936:

CLASS "A" CARRIERS

No. of carriers:	250
No. of vehicles operated:	2677
No. of P. C. V. vehicles:	1968

Purchases

No. of new vehicles purchased:	1,038
No. of second hand vehicles purchased:	274
Value of new equipment:	$1,925,159.66
Value of second hand equipment:	209,152.30
Value of gas and oil:	1,539,308.78
Value of tires:	389,590.31
Value of parts:	601,690.21
Value of printing and stationery:	194,397.21
Total	$4,859,298.47

Routes

No. of routes operated:	407
Mileage of all routes:	43,917 miles
Longest route:	428 "
Shortest route:	22 "
Average route:	108 "

Fleet Analysis (survey of 52 carriers)

SIZE OF FLEET	POWER UNITS		ALL UNITS	
	No. of Concerns	% of Concerns	No. of Concerns	% of Concerns
1 or 2 vehicles	13	25 %	10	19.2%
3 or 4 "	8	15.4	5	9.6
5 to 9 "	11	21.1	12	23.0
10 to 14 "	9	17.3	5	9.6
15 to 19 "	4	7.7	5	9.6
20 to 49 "	4	7.7	9	17.3
50 to 74 "	2	3.9	2	3.9
75 to 99 "	-	- -	1	1.9
100 and over "	1	1.9	3	5.9
	52	100 %	52	100 %

This shows the majority of vehicles are in the hands of carriers operating less than 10 trucks each.

TOLLS AND RATES

Terms of Reference:

> "The tolls and rates charged by the owners or operators of such motor vehicles for.....freight and the method of fixing and determining the same:"

There is no fixed rate structure in the highway transport industry. Rates are based by individual operators in accordance with their cost of doing business as determined by their experience. The task of evolving a rate structure for highway transport haulage is handicapped by the general absence of accurate information as to cost, as well as the lack of a uniform cost basis. In addition, rates are based on competition offered by other carriers, including highway, railway and waterway carriers. Still another factor in determining rates in the highway transport industry is the potential competition of privately owned trucks, so that the rates charged must necessarily be less than the cost would be to the owner of the goods in undertaking the haulage himself.

The rapid expansion of the highway transport industry, the possibility of obtaining vehicles on easily financed terms, the fact that no specialized training or skill was required for entering the business, caused intense competition.

It is also of note that while the shippers as a class may have recognized the fallacy of low haulage rates, some among them have done little to discourage and much to encourage the cutting of rates to extremely low levels.

It has been the consistent policy of the Automotive Transport Association of Ontario to make its members conscious of the necessity for keeping rates at remunerative levels. Early in the Association's history, an attempt was made to remedy the rate situation and to eliminate discrimination. Beginning in 1932, a committee of members of our Association spent almost two years in the preparation of a classification, and a rate structure. It was their hope that this might be incorporated in the regulations governing the highway transport industry.

Their efforts were nullified by the competition which entered into the picture by reason of the Railway All Commodity Pick-up and Delivery Tariff of March 1st, 1933. The sincerity of our efforts prompted a meeting with railway representatives in Toronto on October 24th, 1933. This conference was held with a view to finding a possible solution to the destructive competition between trucks and railroads. The influence of railroad authorities was sought to bring about reasonable rate regulation; but very little encouragement was received from the railroads.

Competition between trucks and railways was further aggravated by the "thousand pound" reduction which was instituted by the railways on May 6th, 1935. In addition, express companies whose costs were higher than freight costs, set up rates, which in some cases were even lower than freight rates. It is difficult to estimate how much additional tonnage the railroads enjoyed from these revisions to meet truck competition, but we do know that they had the effect of greatly depressing highway transport rates.

In June, 1937, the railways again revised their rate set up by introducing their present motor truck competitive tariff.

In July of 1937 the Association made a further attempt to stabilize the rate situation. A motor freight classification and rate schedule, fashioned after that of the competitive railway tariffs, was adopted. Numerous meetings were held throughout the province in the hope that carriers generally would utilize same. These proved most educational and gave carriers generally a standard basis.

Dealing further with rate legislation. As a result of representations made to the Government in 1934, provision was made for the filing of tolls in the Public Commercial Vehicles Act. However, no regulations were promulgated.

In 1936 the Public Commercial Vehicles Act was replaced by Commercial Vehicles Act 1936. This act gives the Lieutenant-Governor in Council, the right to made regulations respecting the publication, filing and posting of tariffs of tolls and the payment of tolls.

As no regulations were passed a committee composed of representatives of The Automotive Transport Association, the Canadian Manufacturers' Association, the Toronto Board of Trade, the Canadian Industrial Traffic League and the Hamilton Chamber of Commerce requested the Minister of Highways to introduce the necessary regulations. It was pointed out that the required regulation was in the public interest. The result of a survey conducted by the Association was presented to the Minister. (See exhibit No. 2). This clearly indicated a public desire for publication of rates to avoid discrimination. These deliberations were interrupted by an election and now, further action is again postponed by the hearings of this Commission.

TAXES AND LICENSE FEES

Terms of Reference:

> "The taxes, license fees or other charges imposed by any taxing authority upon the owners or operators of such motor vehicles."

Public Commercial Vehicle operators are subjected to all forms of taxation and other charges applicable to industry generally including Workmen's Compensation Board assessment, realty, business, income and sales taxes. They are also required to pay commercial vehicle registration fees, Public Commercial Vehicle license fees and gasoline taxes.

The following is gleaned from studies made by the Association:

TRUCKS ARE HEAVILY TAXED ?

Ontario's motor vehicle registration for 1936 was 618,082. A breakdown follows:

Passenger cars - -	514,211	
Motor trucks - -	70,693	
Motor busses - -	695	
Motorcycles - -	4,553	
Trailers - -	27,930	618,082

During this year the Department of Highways received $26,976,443.00 from gasoline tax and license fees.

The average commercial vehicle registration license fees paid by motor trucks in 1936 was approximately $40.00. Basing the annual gasoline consumption at 1,000 gallons per truck, the average truck paid a tax of $60.00 for gasoline consumed, or a total of $100.00 for license fee and gasoline tax.

From this it will be seen that while trucks generally represented 11.44% of the total vehicle registration, they paid $7,069,300.00 in registration fees and gasoline tax or 26.25% of the total fees and taxes collected.

But while the average truck pays a total of $100.00 road taxes per annum, the average transport truck pays an average of $486.10.

COMPARISON OF ROAD TAXES PAID BY AVERAGE AUTOMOBILE AND AVERAGE TRANSPORT TRUCK

6 - cylinder automobile

1936 License Fee - - - - - - - - - - - - - - -	$12.00
Annual mileage - - - - - 7,500 miles (as estimated by Automobile Manufacturers Association of U. S. A.)	
Gasoline tax, 500 gallons @ 6¢ - - - - - - - -	$30.00
Total road tax	$42.00

Thus, the average transport truck pays over eleven times as much as the annual road tax of the average car.

LARGE TRANSPORT EQUIPMENT PAYS MORE AND MORE

We file as Exhibit No. 3 pictures of actual transport units in operation over various routes, together with factual data as to license fees and gasoline taxes paid.

Example:

Tractor - semi unit; gross license:		34,000 lbs.
payload:		20,000 lbs.
Route: Oshawa-Windsor		
Cost of unit:	$4,990.00	
1936 mileage	75,000 miles	
Miles per gallon:	6 miles	
Gasoline consumed;	12,500 gallons	
License fees - - - -		$ 354.00
Gasoline tax - - - -		750.00
Road taxes for 1936		$1,104.00

In 1936 this unit paid in road taxes 22% of its value and 26 times more than the average automobile.

WAGES AND HOURS OF LABOUR

Terms of Reference:

> "The wages paid to their employees by the owners or operators of such motor vehicles:
>
> "The hours of labour of employees required by the owners or operators of such motor vehicles:"

The Automotive Transport Association is aware of and deplores the conditions under which some of the employees in the industry are working. This is by no means general as a large number of highway transport operators provide working conditions for their employees equal to or better than the average industry. On this subject we attach hereto the results of a survey which was prepared from returns made by both members and non-members of our Association (Exhibit No. 4).

The main highway transport development took place during the depression when wages generally in most industries were low. Prior to this period wages in the transport industry compared more favourably with those obtaining in the province.

The increased competition prevalent since 1930 has reduced revenues, and has been responsible for the present labour condition of the industry.

The Automotive Transport Association of Ontario is vitally concerned with the welfare of the industry's employees. A short resume of the Association's attempt to improve conditions follows:

In May, 1935, a joint committee composed of employers and employees interviewed the Industrial Standards Officer for the purpose of establishing a code under the Industrial Standards Act. After a series of conferences, an agreement was arrived at between our Association and the Canadian Brotherhood of Automotive Transportation Employees. Because of the introduction, in October 1935, of the Federal Limitation of Hours of Labour Act, the Ontario Department of Labour hesitated to introduce a code until it was determined how the Federal legislation would affect any proposed codes in Ontario.

The result was that regulation of labour in Ontario remained more or less at a standstill until May, 1937, when the Industry and Labour Board was appointed to administer the Industrial Standards Act. Since that date, we have been steadily conferring with and negotiating with the employees group, with a view to introducing stabilizing conditions of employment. In September, 1937, we arrived at another agreement with the employees' group (See Exhibit No. 5) but after the appointment of this Commission the agreement was withdrawn.

It is most interesting to note that the Canadian Brotherhood of Automotive Transportation Employees have amalgamated with the Canadian Brotherhood of Railway Employees, and are now known as the Automotive Section of the Canadian Brotherhood of Railway Employees.

SUBSIDIES

Terms of Reference:

> "The subsidies, or otherwise, contributed by any governmental body, including any municipal corporation, to the owners or operators of such motor vehicles."

The highway transport industry has received no subsidies. In this respect it differs markedly from the railways whose rights-of-way have been substantially donated to them.

By contrast, taxes placed on highway transport have largely built the modern roads of this province, which are owned and used by all classes of the community.

COMPARISON OF TOLLS AND RATES, TAXES AND LICENSE FEES

Terms of Reference:

> "To compare and report upon the tolls and rates charged by the owners or operators of such motor vehicles and all taxes, license fees or charges imposed upon them with the tolls and rates charged by and the taxes, license fees or charges imposed upon any other mode of transportation by rail, water or air."

While it may be useful to make comparisons it is our submission that for the purpose of arriving at a conclusion, the merits of each transportation system must be taken into consideration. Comparisons have little value unless the bases are comparable.

COMPARISON OF TOLLS AND RATES

In comparing tolls and rates we shall confine ourselves to the comparison between truck rates and rail rates.

The principle governing railroad rates is "what the traffic will bear". So long as the railways enjoyed a virtual monopoly in the land transportation of freight, they were able to establish a system of rates based on an elaborate classification of goods, designed to extract the maximum revenue out of each class.

Then came modern highways and the inexpensive gasoline engine. These destroyed the railway monopoly in the short haul field; and raised important questions of principle in rate structure and in the possibility of co-operation between the two forms of transport.

Up to 1932 the motor transport industry substantially fixed its rates at freight levels. It offered to the public the benefit of the advantages inherent in the new form of transport. This was competition in service, not competition in price.

The tonnage diverted from the rails was insignificant, and of the category which rail executives had claimed was carried at unremunerative levels.

Instead of endeavouring to meet competition by improved service, the railways established competitive rates which were injurious to themselves and to highway transport.

In comparison, highway transport rates have been substantially based on competition from within and without the industry and the possibility of tonnage being carried by shippers on their own vehicles.

COMPARISON OF TAXES AND LICENSE FEES

The highway transport industry pays general taxes, as do the railways and shipping companies. Such general taxes are realty tax, business tax and income taxes, Provincial and Dominion.

But highway transport in this province is taxed severely over and above the other forms of transport in that it is subject to gasoline tax and to P. C. V. and commercial license fees.

The discrepancy in treatment appears from the following figures:

Railways: (Exhibit No. 117)

Proportion of tax accruals to gross receipts 3.1%

Highway Transport (Page 4979B evidence)

(a) Proportion of general taxes to gross receipts 2.55%

(b) Proportion of highway taxes to gross receipts 7.92

10.47%

It is obviously inequitable to subject one form of transportation to grossly discriminatory taxation. Nor is it in the interest of trade and commerce that this be so.

Taxes on transport impede trade and commerce. They slow up prosperity.

Obviously the balance should be redressed in some way.

COMPARISON OF WAGES AND HOURS OF LABOUR

Terms of Reference:

> "To compare and report upon the wages paid and the hours of labour demanded by the owners or operators of such motor vehicles with the wages paid and the hours of labour demanded by the owners or operators of other modes of transportation by rail, water or air."

Our information with regard to labour in air transport is limited, similarly our information with regard to labour in waterborne transport. We do know that the railways in some departments of their operations are subject to the demands of highly unionized labour groups, but that in other departments the remuneration is not high.

On the other hand wages paid in the highway transport industry compare favourably with the average wages in rail and other industries.

COMPARISONS

SOURCE: (A) - Canada Year Book, 1937

(B) - Automotive Transport Association Survey, 1936

(C) - Report: "Hours, Wages and Working Conditions in the Intercity Motor Transport Industries", - Federal Coordinator of Transportation, Washington, D. C., November, 1936.

WAGES

(B)	Highway Transport (Ont.) average salaries & wages, 1936, excluding executives.....	$ 1,024.42
(B)	Highway Transport (Toronto) average salaries & wages, 1936, excluding executives.....	1,365.42
(A)	Steam railways, average salaries & wages, 1935....	1,336.00
(C)	Highway Transport (U.S.A.) average salaries & wages, 1935.....	1,345.24
(A)	Ontario, average earnings, male, 1931.....	1,005.00
(A)	Canada, " " " "	927.00
(A)	Canada, average salaries & wages, all industries, 1935.....	1,012.78
(A)	" average salaries & wages, 40 leading industries, 1935.....	1,024.61
(A)	Ontario, average salaries & wages, all industries 1934.....	1,043.19
(A)	" average salaries & wages, 40 leading industries, 1934.....	1,060.88

RATIO WAGES AND SALARIES TO REVENUE

(A)	Canada, Steam railways.....	51.2 %
(B)	Ontario, Highway freight carriers (x).....	42.08
(C)	U. S. A. Highway freight carriers.....	37.6

(x) Wages only included

RATIO WAGES AND SALARIES TO EXPENSES

(A)	Canada, Steam railways, 1935.....	60.1 %
(B)	Ontario, Highway freight carriers (x), 1936.....	44.18
(C)	U. S. A. Highway freight carriers, 1936.....	45.00

(x) Wages only included

It should be noted that wages of maintenance-of-way employees are included in the railway figures, whereas the highway transportation industries pay for the maintenance-of-way in their taxes.

HOURS

(B)	Average hours per week, Ontario highway drivers, 1936	54.4
(C)	" " " " U. S. A. " " , 1935	51.6

Single protected

LICENSING AND REGULATING

Terms of Reference:

> "To investigate and report upon the present method of licensing and regulating such motor vehicles, and what further provisions should be made for the licensing or regulating ..... persons or corporations transporting goods by motor vehicles whether for gain or not, in order as far as possible to ensure that just and reasonable service shall be furnished by such persons of corporations and to prevent such persons or corporations from unfairly competing with one another, or with other forms of freight transportation."

"THE PRESENT METHOD OF LICENSING AND REGULATING persons or corporations transporting goods by motor vehicles whether for gain or not" is governed by the provisions of the Highway Traffic Act, the Commercial Vehicles Act, 1936, and regulations applicable thereto.

It will be noted that the procedure for licensing Public Commercial Vehicles is that applications for new licenses and extensions of existing licenses are considered by the Ontario Municipal Board. If "Public Necessity and Convenience" is proved, the Board issues a Certificate to the Department of Highways. The Department in turn is required to issue a license in accordance with such Certificate. Renewals are handled automatically by the Department of Highways without reference to the Ontario Municipal Board.

Provision is made in the Commercial Vehicles Act, 1936, for the licensing of Private Commercial Vehicles and although this Act became effective on July 1st, 1936, no regulations dealing with Private Commercial Vehicles have, as yet, been promulgated.

The regulations under the Commercial Vehicles Act, 1936, are enforced by the P. C. V. Division of the Department of Highways assisted by the Motor Cycle Patrol of the Ontario Provincial Police. The Highway Traffic Act is enforced by the general policing facilities of the province.

RECOMMENDATIONS

The construction and maintenance of modern highways and the collection of revenue obtained from highway users (including tourist, passenger, bus and truck) has become a major business of the Province, bringing in a direct revenue in excess of that received by all other forms of governmental activity save one, and an indirect revenue greatly in excess of the direct revenue.

For the year 1936 the following were the earnings and collections of provincial enterprises and departments:

Net profits T. & N. O. Railway.....	$ 792,012.49
Provincial Income Tax	2,641,190.00
Workmen's Compensation Board gross receipts...	6,423,957.7[illegible]
Liquor Control Board net.....	7,862,719.[illegible]
Corporation Taxes.....	10,964,388.
Succession Duty Taxes.....	15,931,350.[illegible]
Department of Highways..... (Gasoline Tax and License Fees)	26,976,443.00
Hydro Electric Power Corporation..... (Total earnings)	34,408,163.84

It has been estimated that the money spent by tourists in the Province of Ontario in the year 1937 was $125,000,000 or $35,000,000 in excess of the production of gold in this province for the same period. This tourist revenue is almost exclusively attributable to the construction of an improved highway system in the province.

Other far reaching advantages have followed. Modern trucks have reduced the cost of freight transportation and have stimulated business. By giving service to areas inadequately served by rail they are redressing the mal-distribution of population and wealth which occurred under the railway regime.

In the 18 years following the war the activities of the Department of Highways have become a major business operation. To obtain the maximum benefit for all classes in the Province of this new business enterprise, it is suggested that three steps be taken:

(a) The creation of an Ontario Highways Commission charged with the administrative engineering and financial aspect of the Highway "business"of the Province;

(b) The creation of a Transport Board charged with the judicial aspects of Highway administration;

(c) The organization of commercial haulers into a Road Transport Association on a basis analagous to that of other self-governing trades and professions.

(a) Ontario Highways Commission

It is sound practice to turn over to commissions or boards those aspects of governmental activity which have attained considerable size or which are in the nature of a business. This was done in the case of the boards and commissions mentioned above. It would therefore be appropriate and in accordance with sound constitutional usage to organize the major business enterprise which has been developed by the Department of Highways on a similar basis.

The Ontario Highways Commission might consist of three members, one of whom might have engineering qualifications. The present Minister of Highways would make a most acceptable chairman.

The Commission should be charged with the engineering, financial and administrative aspects of the highway "business" of the Province.

Engineering: This should include long-range planning of highways; development of scenic and other attractions; access to provincial parks; planning and siting of tourist camps and areas and the elimination of grade crossings.

Financial: There should be appropriated to the exclusive purposes of the Commission all revenue received by way of gasoline tax and all commercial and other motor license fees.

This will prevent the diversion of these moneys to purposes other than those for which they are raised.

Gasoline and commercial license fees constitute a special tax on those forms of business which are dependent on highway transportation. There is no justification for these taxes unless the moneys received are appropriated to the development of transportation facilities.

Administrative: The Commission should:

(1) In conjunction with the Industry and Labour Board establish reasonable hours of labour and rates of pay for labour engaged in highway transport;

(2) Provide for inspection of the mechanical condition of commercial transport:

(3) Provide for medical inspection of licensed drivers;

(4) Provide for the salaries and expenses of the Transport Board;

(5) Appoint inspectors to ascertain whether the statutes and regulations administered by the Commission are being observed by road haulers and others;

(6) Reimburse the Department of the Attorney General for such policing of highway legislation as is performed by the Provincial Police.

(7) Prosecute for infractions of statutes and regulations administered by the Commission.

(b) <u>The Transport Board</u>

The Transport Board should consist of three members holding office to a defined retiring age on good behaviour, removable only by the Legislature or the Supreme Court of Ontario for cause.

Matters coming before the Board should be dealt with by the Board as a court on sworn evidence and after notice to those concerned. The records of the Board should be open. The hearings of the Board should be public on notice to persons who may be affected. Written reasons should be given for decisions.

Where the value of the matter in controversy is over $500.00 there should be an appeal to a single Judge of the Supreme Court of Ontario and from him to the Court of Appeal for Ontario on matters of law and fact.

The Transport Board should have power:

(1) On application by a municipal corporation and on notice to the Ontario Highways Commission to hear and decide applications for payment in aid of the construction or maintenance of highway links, bridges and other works;

(2) In accordance with principles defined by statute, to hear applications for P.C.V. licenses and to issue and renew such licenses;

(3) To issue orders and regulations governing the filing, posting, publishing, availability and superseding of tariffs and tolls and the enforcement thereof;

(4) On complaint to disallow in whole or in part any tariff or rate on the ground that it is:
   (a) Unduly discriminatory, or
   (b) Unfair, or
   (c) Unreasonable.

   In determining whether a rate is unreasonably high or low, the Transport Board should have power to ascertain what is the fair cost of doing business, including proper depreciation; and what is a reasonable return on prudent investment;

(5) On complaint to suspend or cancel P.C.V. licenses for infractions of such regulations as may by statute be delegated to the Transport Board for enforcement.

(6) To hear and dispose of appeals by members of the Road Transport Association against assessments made or levied on them by the Council or the Association.

(c) Road Transport Association

It has been the practice in the Province of Ontario over a long period of time to provide facilities for the self-government, organization or control of the more important professions and trades which serve the public. This appears by reference to the following statutes which are to be found in R.S.O. 1937;

Chapter 221, The Law Society Act,
Chapter 222, The Barristers Act,
Chapter 223, The Solicitors Act,
Chapter 225, The Medical Act,
Chapter 227, The Dentistry Act,
Chapter 228, The Pharmacy Act,
Chapter 229, The Drugless Practitioners Act,
Chapter 231, The Land Surveyors Act,
Chapter 233, The Architects Act,
Chapter 234, The Chartered Shorthand Reporters Act,
Chapter 235, The Chartered Accountants Act,
Chapter 236, The Certified Public Accountants Act,
Chapter 237, The Professional Engineers Act,
Chapter 238, The Operating Engineers Act,
Chapter 239, The Veterinary Science Practice Act,
Chapter 242, The Embalmers and Funeral Directors Act,
Chapter 246, The Optometry Act.

The road haulers, holding P. C. V. licenses, constitute an important occupational group in close relationship with the public, whose proper organization and control is in the public interest.

Road haulers holding P.C.V. licenses should be organized as a Road Transport Association with a Council elected annually on some basis acceptable to the members which will give adequate representation to the various classes of P.C.V. licenses and at the same time recognize the investment in the industry made by the members in each class.

The Council should have the following duties and powers:

(1) To establish and maintain one or more public registry offices in which tariffs and rates of P.C.V. licencees shall be filed and may be inspected;

(2) To draft and recommend to the Transport Board regulations to govern the filing, posting, publishing, availability and superseding of tariffs and tolls and the enforcement thereof;

(3) To examine into and report on the fair cost of doing business in the industry including proper depreciation and what is a reasonable return on prudent investment therein;

(4) To seek by conference with shippers and others to bring about agreement on reasonable rates and tariffs;

(5) By inspection and otherwise to insure that members of the Association comply with highway legislation and regulations; and by by-law to provide discipline for breaches thereof;

(6) To make such assessments on unit, tonnage or other bases upon members for the purposes of the Association as may be them be authorized; provided that any member aggrieved by any assessment may appeal to the Transport Board.

Specific Changes in Regulation

Dealing with the Public Commercial Vehicle Regulations approved by Order-in-Council in February, 1936, we suggest that the regulations be revised, after consideration by the regulating authorities. The following changes are among those which might be considered:

Section 2: Revision of the classification of Public Commercial Vehicles particularly with regard to Class "D" Private Carrier which reads:

> "Any Public Commercial Vehicle operated under contract filed with and approved by the Department for the transportation of goods and vehicles designed or used exclusively for the transportation of a particular type of goods."

It should be noted that there are two distinct types of carriers included in this class. We suggest they be segregated.

It has been found that advantage has been taken of the phrasing of this regulation substantially to defeat the intention. It was not the intention to permit Class "D" operators to carry on a Class "A" business by the device of obtaining letters for current shipments, but this is being done.

The following changes are suggested:

(a) Contracts should have legal character and be binding on both parties and should cover for a period of at least three months, all highway freight of the shipper of the type specified.

(b) The contract should not take effect until three days after it has been filed with the appropriate authority.

Section 4:

> "Unless otherwise provided by order of the Minister, licenses issued pursuant to these Regulations shall expire on the 31st of March next following the date of issue of license, and at the expiration thereof may be renewed by the Department upon like terms and conditions from year to year thereafter, or upon such other terms as may be decided by the Department."

We suggest that no change be made in any license until after a public hearing and notice to interested parties. The licensees should have security of tenure so that they may with confidence make the necessary investment in their business to serve the public.

Section 11:

> "The Department may at any time cancel or suspend the license issued for any Public Commercial Vehicle by reason of a breach of the Public Commercial Vehicle Act, the Public Vehicle Act, or the Highway Traffic Act, or of the Regulations made under the said acts or for any other reason which may be deemed sufficient by the Minister."

This section should be amended:

To provide that licenses may be suspended or cancelled by the appropriate judicial authority;

(a) On complaint and notice to those concerned;

(b) For serious, deliberate and repeated breaches of the statutes and regulations; and,

(c) To eliminate any arbitrary power.

Section 18 and 18a:

"Except as provided in paragraph 18a of these Regulations no person owning, controlling or managing any Public Commercial Vehicle shall drive more than a maximum of ten hours in any twenty-four hour period, nor shall any person after having been employed in any other capacity drive a Public Commercial Vehicle, if by so doing the total period of employment or work in the capacity of driver, or otherwise, exceeds ten hours in any twenty-four hour period.

"Time occupied riding or being upon a Public Commercial Vehicle in the capacity of helper, relief driver or otherwise, shall for the purpose of this Regulation be considered the same as driving time.

"The Department may grant special written permission extending the permissible period of driving providing application for such permission is made in writing and in advance of date required when in the opinion of the Department there are circumstances which justify such an extension."

We submit that this regulation does not satisfy the requirements of the industry and we recommend the following:

HOURS OF DRIVING:

(a) No owner of a commercial vehicle shall permit or require any driver in his employ to remain on duty for a total of more than 60 hours in any week or more than a total of 15 hours, of which no more than 12 shall be driving time, in any period of 24 consecutive hours.

No more than 2 consecutive days.

(b) Time spent by a driver resting or sleeping in a berth (sleeper cab) properly equipped for sleeping shall not be computed as time on duty.

(c) In case of flood, storm, accident or similar emergency, a driver may complete his run without being in violation of the provisions of these regulations, if such run would reasonably have been completed without violation except for the delay caused by such emergency.

Section 20:

"The owner or operator of every Public Commercial Vehicle shall keep a record in the form prescribed by the Department of the hours of employment of all drivers, which record shall be preserved and shall at all times be available for inspection by officers of the Department and shall not be destroyed except with the written consent of the Department."

The present form is inappropriate and we recommend that carriers should be required to keep a record of drivers' hours in such form as is appropriate to their business, or as may be prescribed.

C. O. D. COLLECTIONS AND REMITTANCES

There is need for regulation which would make it an offence to withhold C. O. D. remittances unreasonably. Highway transport carriers should be required to pay all C. O. D. collections into a trust account and to remit within seven days after receipt.

MISLEADING ADVERTISING

We suggest that provision be made in the regulations to make it an offence for anyone to hold himself out for commercial highway haulage unless properly licensed. !

TRANSFER OF P. C. V. LICENSES

The regulations dealing with the transfer of P. C. V. licenses should be more specific.

Transfer of a license should not be permitted without approval of the licensing authorities. The following points should be taken into consideration:

1. The public interest.

2. The financial responsibility of the proposed transferee and his ability to provide efficient service.

3. The possible effect that the transfer might have on competition.

4. The possibility of competition being unduly restrained.

NORTHERN ONTARIO RESTRICTIONS

We view with great concern the provision placed on all P. C. V. licenses curtailing operations at North Bay. This restriction is a serious trade barrier. This has resulted in private concerns putting on their own vehicles, and in "bootleg" trucking. The "bootleg" trucker states the freight is his own.

Be against this. Given opinion of minority

There are also irregularities in south bound movement, freight being transported in unlicensed fruit trucks.

We urge that the restriction on movements between these two parts of the province be removed immediately as it certainly is not in the public interest. In fact it creates a barrier to commerce within the province. !

FITNESS OF VEHICLES

Public safety demands that all vehicles operated on the highways should be mechanically fit. We would favour any regulation designed to promote this condition. Operators of transport vehicles, as a matter of established routine, now make frequent examinations of their equipment and correct immediately any mechanical defects that are discovered.

FITNESS OF DRIVERS

As a matter of public safety, we accept the principle that all drivers of automotive vehicles should be fit to drive before they are permitted to operate a vehicle on a street or highway. There is room for improvement in the regulations now governing the issuance of operators' licenses to all types of drivers. The examination as to driving ability is too often perfunctory and on the subject of physical fitness, issuers of licenses must rely on the applicants' statements rather than on a medical examination.

In the case of the driver of a commercial vehicle, a thorough physical examination and a more adequate driving test would be in order before he receives his first permit to drive. Thereafter annual renewal of the permit should be permissible without further examination unless, during the course of the year, the driver had incurred an accident or an illness likely to affect his fitness to drive.

The safety record of drivers of Public Commercial Vehicles as a class is exceptionally good. This is largely due to the fact that employers of these drivers, as a matter of business, make sure their men are fit. Obviously no operator would entrust several thousand dollars worth of automotive equipment and freight to a man who was either physically unfit or incapable of handling his truck safely.

ENFORCEMENT OF P. C. V. REGULATIONS

On the main thoroughfares there is little complaint of lax enforcement of P. C. V. regulations. However, the Association is constantly in receipt of complaints from members as to lack of enforcement in rural points. These members are subject to unfair competition from unlicensed truckers. These truckers usually own cheap equipment, and because they carry no insurance nor pay P. C. V. fees, they can naturally underquote licensed haulers. A number of these persons also evade the regulations by pretending that they own the goods they haul. Steps should be taken to stop this type of evasion.

REGULATIONS APPLICABLE TO PRIVATE OWNERS

Operators of Private Commercial Vehicles should be subject generally to the same regulations as P. C. V. operators; i.e. those relating to wages and hours of labour, fitness of drivers and vehicles and all types of insurance.

RESTRICTION OF WEEK-END OPERATIONS

It has been suggested that trucks should be barred from the highways on Saturday afternoons. We do not agree with this recommendation for the following reasons:

1. Special truck service is frequently required on Saturday afternoons. Merchants in smaller centres, finding their stock running low, will frequently telephone a rush order to the city warehouse for delivery in time to catch the Saturday afternoon and evening trade. The quick service that can be given in such a case is available only by the use of motor trucks.

People going to their summer cottages on the week-end will also employ trucks to deliver their household goods and supplies on Saturday afternoons and for them the trucks perform an essential service.

2. Many other types of business are in operation on Saturday afternoon, and if it is in the public interest that they should operate, it follows that the operation of trucks to serve them is also in the public interest.

3. Drivers who have been delivering goods on Saturday morning usually are away from their home terminals at noon. The suggested restriction would keep them away until Monday morning, causing them to incur needless expense and depriving them of their family obligations.

4. A great hardship would be inflicted upon families having their furniture moved on this day.

5. The suggested restriction would limit the highway transport industry to a five-day week, while competing forms of transportation operate seven days.

We believe that reasonable regulation of week-end operation of trucks can be secured by a ruling that no trucks other than those hauling perishable commodities or carrying permits so to operate should be allowed to operate between 8 o'clock Sunday morning and 10 o'clock Sunday evening. This will permit drivers to complete long runs if terminals are left before midnight Saturday. Similarly long distance deliveries leaving terminals on Sunday evening will arrive at destination in time for business Monday morning.

LIMITATION OF VEHICLES

The Association is opposed to Governmental determination of the number of vehicles which a P.C.V. licensee may own or operate.

The number of vehicles purchased by P.C.V. operators for use in their business should be left to the judgment of the managements.

There is little danger that vehicles for which there is no use would be purchased. There is even less danger that surplus vehicles would be operated unless there is business for them.

The effect of regulation must be to curtail the facilities available to the public when the public desires additional service and to interfere with legitimate expansion of business when the opportunity for such arises. In short, a regulation of this nature would be a fetter on expansion.

ELIMINATION OF "DOUBLE HOOK-UPS" OPPOSED

The Association favors the closest kind of regulation to prevent unsafe vehicles of any description being operated on the highways. It is in the carriers' interest to have this done. Besides promoting safety, it also, in the long run, will affect our insurance rates favorably. Insurance is an important operating expense item.

The modern type of "double hookup" is safe. The accident record of "double hookups" is as good as the accident record of other types of vehicles.

Operation of "double hookups" reduces the cost of transporting goods. The public should not be deprived of this advantage while all reasonable safety regulations are adhered to.

It is no more difficult for an overtaking vehicle to pass a "double hookup" than it is to pass a single vehicle of the same length.

Highway drivers do keep on the right side of the road. There is no danger of a head-on collision if the approaching vehicle keeps to its side of the road.

LENGTH AND WIDTH OF VEHICLES

Present permitted width of vehicles in Ontario is ninety six inches. This allows a clearance between two such passing vehicles on an 18 ft. pavement of 2 feet. No demand comes from the owners of such vehicles for any restriction in width.

Between such a vehicle and a passenger car of a width of 6 feet there is a clearance of 4 feet. This is sufficient for any competent passenger car driver.

Permitted length of vehicles or combinations thereof in Ontario is 50 ft. This is similar to the legislation in force in comparable states of the Union, whose legislators have a reputation for sane legislation, e.g.,

State	Length
New York	50 feet
Ohio	60 feet
Michigan	50 feet
Pennsylvania	70 feet
New Jersey	50 feet

50 ~ 1941

PRIVATE CARRIERS SHOULD NOT BE PERMITTED TO HOLD P. C. V. LICENSES

From time to time applications for Certificates of Public Necessity and Convenience have been made to the Ontario Municipal Board by firms using motor trucks in their own business who desired to engage in public transport as a "side-line". It is our considered opinion that such operations are not in the interest of sound transport and we respectfully urge that the Commission so find.

The suggested policy has been acknowledged in other jurisdictions.

We quote from the report of Interstate Commerce Commission, Examiner, A. F. Borrough made in June, 1937, when he recommended the dismissal of the application of James C. Duros, Columbus, Ohio, I. C. C. Report No. MC 86388:

> "Destructive competitive practices and unsound economic conditions are fostered by carrier operations incident to a regular business other than trucking.
>
> From the evidence of record, it is evident applicant proposes to conduct a contract carrier operation as an incident to his regular occupation and in order to defray expenses of operation of his trucks in transporting vegetables from Southern points to his market and store.
>
> He is thus relieved of one of the usual operating costs and is not dependent on a fair return from such contract carrier operations for his livelihood."

In March, 1936, Barratt & Co., London, England, appealed the decision of Sir Gleeson Robinson, Metropolitan Area Licensing Authority.

In a statement issued dismissing the appeal, Mr. Rowand Harker, K. C., Chairman of the Appeal Tribunal said:

> "Traders owning ancillary transport should not be allowed to subsidize their revenue by carrying return loads for hire or reward unless there are special circumstances or unless there are no "A" licensed carriers or railways able to offer facilities."

CO-ORDINATION AND "DIVISION OF FUNCTION"

Co-ordination has been defined as the combining of two or more forms of transportation in the interest of better service or economy.

It is obviously in the public interest that there be proper co-ordination of all forms of transportation. Each form is essential in the life of the nation. Each can perform some part of the transportation task better than the others.

It has been amply demonstrated in this and other jurisdictions that certain types of movement can be handled by rail at less cost than by trucks and vice versa.

It is uneconomic for freight and express companies by price reductions to divert traffic from trucks which the latter can handle at less cost than rails.

Co-ordination by apportionment of traffic to the most economical hauler can only come after an enquiry into freight and express costs. We recommend such an enquiry which should include costs of handling truck and water borne traffic.

There is something to be said for co-ordination which is brought about through a formal arrangement between, say, a motor carrier and some other carrier. The governing factors in such an arrangement should be economy and efficiency.

An instance of efficient co-ordination is the operation of trucking services in connection with the Toronto-Montreal railway run. The railways avail themselves of the services of motor trucks thereby saving at least 24 hours. These trucks are operated by transport companies and are under contract to the railways. The service given is between Oshawa and Toronto, 33 miles: between Oshawa, Bowmanville, Whitby and Port Perry, 28 miles: between Port Hope and Cobourg, 5 miles and between Belleville and Picton, 25 miles. Trucks and trailers used in the station-to-station service also perform pick-up-and-delivery work at local stations.

There is no doubt that shippers welcome the existence of different types of transportation. The reason is that a combination of different types frequently results in economy and service. Nearly all Public Commercial Carriers on the highways handle goods which are shipped part of the distance by railway and part by highway and during the navigation season water shipments frequently are transferred to motor vehicles to reach a destination which could not economically and efficiently be reached by rail.

At present the trucks are more willing to co-operate with the rails, than the rails with the trucks. Through haul arrangements between rails and trucks should be put into force on a basis such as exists between other forms of transport. This will include collection by the delivering carrier of costs of carriage for the combined movement.

THE RAILWAY DILEMMA

As citizens and taxpayers we are naturally concerned with the plight of our railway system and feel constrained to quote from a brief presented by the Canadian Automobile Chamber of Commerce before the Royal Commission on Railways and Transportation in Toronto on January 19th, 1932:

> "While charges have been made that the motor vehicle is responsible for many of the ills from which our railways are suffering, a calm examination of the facts indicates that this responsibility has been greatly exaggerated, and that the railways have benefitted more from the increased business incidental to the motor industry than they have suffered from its competition. Other and graver causes are responsible for the present plight of the railways. Most fundamental of all these causes is the fact that our railway system is overbuilt. For every 235 people in Canada there is a mile of railway, a lower number than in any other country in the world. The overdevelopment of railways in Canada, which is especially noticeable in this time of acute depression, was, no doubt, due to factors operating prior to the world war at a time when it was difficult to believe that the expanded facilities would not soon be required. However, the heavy capitalization eventually necessitated intervention on the part of the Dominion Government as a protective measure to the country's credit at a critical time during the war. Thus, the Canadian National Railways system, with its expanded facilities backed up by Dominion Government credit, undoubtedly was a factor in the expansion of the privately-owned system, which felt the necessity of meeting its competition. The competitive expansion included hotels as well as railway facilities, both of which may be said to be developed considerably beyond the requirements of the present population of the country. Our railways are not too big for our country, but they are too big for its present population.

MONOPOLIES IN TRANSPORTATION

In the field of transportation, there is no inherent need for monopoly and there are many reasons why monopoly is not in the public interest. Transportation costs enter so largely into the prices of everything that the public buys that to give control of them to a monopoly would be too dangerous. Transportation costs are incurred when raw material is brought to a factory, when the finished products are moved to a wholesale warehouse, when they are again moved to the retail merchant and when they pass from him to the ultimate consumer. The cost of each of these movements becomes part of the price paid by the consumer. If there were a monopoly in the business of transportation, there would be no inducement for the holders of the monopoly to keep transportation costs down. Rates for every movement of goods would tend to increase and the cost of living would rise accordingly.

In addition to the fact that there would be no inducement for a transportation monopoly to keep its costs down there would also be no inducement for it to improve its service. It is, we believe, fair to say that the present pick-up-and-delivery service offered by the railways is a direct result of the competition of motor transport. The benefit that shippers have secured from this service might have been made available many years earlier if competition had been strong enough to bring it about.

Flexibility of service is another public advantage that would be endangered by a monopolistic control of transportation. It is one of the major advantages that automotive transport companies have been able to offer their patrons. Under a monopoly of any kind there is a tendency for employees to say "It can't be done," when they are asked to provide a service differing from established routine. In similar circumstances, the action of an employee of a business kept alert by competition is to discover the best means of providing the service required.

As an Association we are opposed both to monopoly and to ruinous competition. We desire a rate structure that will enable employers in the automotive transport industry to pay good wages and that will provide a reasonable return on the employers' investment and work. It would be folly for us to believe that by any competition of rates we could drive the railways out of business. On the other hand, the railways, with their immense resources, limited, in the case of the Canadian National, only by the public credit of Canada, can wage a rate war that might seriously hamper the operations of all automotive transport operators and eventually bring about a virtual monopoly of all forms of transportation.

The Association believes that railway express and steamship companies should be prohibited from entering the highway transportation business. If there should be a trend toward railway unification, the railway monopoly should be confined to the rails.

In a recent case (Northland-Greyhound Lines purchase of Menzo M. Liederbach) the Interstate Commerce Commission denied a permit to the Greyhound line to purchase a competing bus service, the reason being that a railroad owned 45 per cent of the stock of the Greyhound line.

Attention also is directed to the fact that in the United States, railway companies some thirty years ago were directed, in the public interest, to divorce themselves from all connection with inland and coastwise transportation by water.

EFFECT OF RESTRICTIVE LEGISLATION ON GENERAL BUSINESS IN ONTARIO

Restrictive legislation, beyond such regulation as is necessary to safeguard the public, must inevitably result in higher costs of transportation; and these higher costs must be borne by the public in the form of higher prices for all goods transported. Higher rates for transport service are justifiable if better service is given in return, but higher rates forced by the application of restrictive legislation tend to hamper future improvements. The effect of such legislation would also be felt by manufacturers and suppliers of automotive vehicles and parts, by the refiners of gasoline, the operators of service stations, the manufacturers of tires and the employees of all these industries and businesses.

Higher transportation costs in the Province of Ontario adversely affect the producers and manufacturers of this Province, both in domestic and world markets.

The effect of such legislation on retail trade in communities not directly served by rail should not be overlooked. Many of these towns and villages are within a few miles of a larger community and the retail merchants must keep their prices on a competitive basis with those prevailing in the neighboring town in order to retain their trade. They are able to do this only because the cost of delivering their stock is no greater than that of their competitors. If higher transportation costs force them to raise their prices they will be driven out of business.

WHO SHALL PAY FOR OUR HIGHWAYS?

Terms of Reference:

> "To investigate and report upon the annual cost of constructing, maintaining and administering all public roads in the Province of Ontario and the contributory cost, direct or otherwise, by the municipalities affected, and to what extent the cost of such public roads should be met by the owners and operators of such motor vehicles."

While expert evidence will be presented on this topic, we make the following observations:

In considering what portion of the annual cost of constructing, maintaining and administering public roads should be borne by highway users, sight should not be lost of the benefits accruing to the community as a whole as a result of our highway system.

From early Roman times, through English history, the public highway has been considered a public convenience and necessity. The public formerly paid for highways because it was realized that they benefitted not only the traveller, but also the land-owner, the merchant--everyone, in fact in the adjacent communities. They were also a military necessity, for National defence.

Many benefits are derived by the general public as a result of our improved highway system, e. g.

Tourist Trade: The Travel and Publicity Bureau of the Ontario Government estimates that 9,000,000 tourists entered Ontario in 1937 and that they left $125,000,000.00 in the Province. Each dollar was distributed as follows:

Retail stores	25%
Food	21
Transportation	20
Lodging	20
Amusements	8
Gifts	6

A 15% increase is anticipated for 1938.

The imposition of further taxation or other burdensome restrictions on public carriers would bear unfairly on the small merchant and business man who cannot afford to operate his own truck or fleet of trucks and must purchase his transportation from the public carrier. It would tend to destroy small business and give advantage to large aggregations of capital which could go into the trucking business to handle their own freight. The railways would not get it, because they cannot give the required service. It would still move over the highways.

Put in an editorial.

CONCLUSION

The highway transport business is a vigorous young industry which holds out immense promise for trade and commerce, for the producer and for employment, in this Province.

It received a bad blow in 1933 when, without previous notice to the industry the railways introduced their Pick-up and Delivery Tariff.

At about the same time the government raised

(i) Gasoline tax from 4 to 6¢, a 50% increase.

(ii) Commercial registration fees ~~65%~~ 70% e. g., from $100 (1929 1932 1934) to $170 for a 20,000 pounds gross license.

(iii) P. C. V. fees ~~4400%~~ 3200% from $2 to ~~$88~~ $65 for a 20,000 pounds gross license.

(iiii) The overall length of vehicles was reduced from 65 feet to 50 feet.

These did not destroy motor highway transport or restore to the railways the affection of the shipping public. They did however have unfortunate repercussions on labour and on cost of doing business. These were passed on to the shipping public and the primary producer.

In 1937 the Ship-by-Rail Association asked for the appointment of a Royal Commission.

The hearings before the Commission have demonstrated the hardy nature of this new industry and its value to the farmers and manufacturers.

They also demonstrated that in certain phases of transportation the railways are largely obsolescent. The result is that they are operating non-paying lines and carrying non-paying traffic which they should be permitted to abandon.

In fact it would be in the public interest if steps were taken to induce the railways so to do; thereby they would be able to serve the public at lower rates in the class of traffic which they can more naturally handle.

The railways are now asking for increased taxation on trucks, and for restrictions on their freedom.

It is time to call a halt in these attacks on an industry which has relieved the small producer, the small town and the rural areas of the incubus of an over-grown and over financed transportation monopoly.

It is time to assist this industry in its service to the public; to reduce its taxation, and to make railways and express companies withdraw their uneconomic competition from a field in which they cannot fairly compete.

LIST OF EXHIBITS

No. 1: List of communities in Ontario not served by railways and summary of same in counties.

No. 2: Results of rate survey conducted amongst shipping public, September 1936.

No. 3: Portraits and factual data of actual transport vehicles, showing mileage travelled and road taxes paid, etc.,in 1936.

No. 4: Results of wages and hours survey conducted amongst Class "A" carriers, 1936.

No. 5: Copy of agreement made with employees group in September 1937.

Exhibit No. 1

SUMMARY OF ONTARIO COMMUNITIES WITHOUT RAILWAY SERVICE (X)

TOTAL NUMBER OF COMMUNITIES IN ONTARIO:	4,750
TOTAL NUMBER OF COMMUNITIES WITHOUT RAILWAY SERVICE:	2,709
TOTAL NUMBER OF COMMUNITIES SERVED BY RAILWAY:	2,041

SUMMARY OF COMMUNITIES NOT SERVED BY RAILWAY LISTED IN COUNTIES

ALGOMA	41	KENORA	11	PETERBORO	63
BRANT	23	KENT	47	PRESCOTT	35
BRUCE	84	LANARK	63	PRINCE EDWARD	40
CARLETON	71	LEEDS	65	RAINY RIVER	15
DUFFERIN	46	LINCOLN	26	RUSSELL	26
DUNDAS	38	LAMBTON	63	RENFREW	101
DURHAM	35	LENNOX & ADDINGTON	58	SIMCOE	99
ESSEX	42	MANITOULIN	44	STORMONT	23
ELGIN	34	MIDDLESEX	106	SUDBURY	25
FRONTENAC	74	MUSKOKA	112	THUNDER BAY	18
GREY	133	NIPISSING	31	TIMISKAMING	32
GLENGARRY	23	NORFOLK	43	VICTORIA	43
GRENVILLE	35	NORTHUMBERLAND	57	WATERLOO	23
HALIBURTON	23	ONTARIO	49	WELLAND	24
HALDIMAND	29	OXFORD	38	WENTWORTH	44
HALTON	28	PERTH	48	WELLINGTON	61
HASTINGS	74	PARRY SOUND	102	YORK	104
HURON	71	PEEL	37		

COCHRANE DISTRICT	25
PATRICIA DISTRICT	5

(X) - REFERENCE: MIGHT'S ONTARIO SHIPPERS' GUIDE & INDEX to cities, towns, villages, post offices, etc.,1932.

ONTARIO

LIST OF COMMUNITIES NOT SERVED
by RAILWAYS - - - - - - - - - - -

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Aberdeen	Grey	Aberdour	Bruce
Aberfeldy	Lambton	Aberfoyle	Wellington
Abingdon	Lincoln	Acacia	Norfolk
Acton's Corner	Grenville	Achill	Simcoe
Addington	Lennox & Addington	Adamsville	Bruce
Adelaide	Middlesex	Addison	Leeds
Adrian	Elgin	Adolphustown	Lennox & Addington
Ahmic Lake	Parry Sound	Advance	Manitoulin
Airlie	Dufferin	Ahmic Harbour	-Parry Sound
Aikenville	Wellington	Alba	Renfrew
Albert	Hastings	Alberton	Wentworth
Albuna	Essex	Albury	Pr. Edward
Alcona Beach	Simcoe	Aldborough	Elgin
Aldervile	Northumberland	Alder	York
Algoma Mills	Algoma	Alert	Cochrane
Algonquin	Grenville	Allanburg	Welland
Allan Mills	Lanark	Allen	Frontenac
Allensville	Muskoka	Allenwood	Simcoe
Alliance	Middlesex	Allisonville	Pr. Edward
Alloa	Peel	Allsan	Halliburton
Almira	York	Alport	Muskoka
Alsace	Parry Sound	Althorpe	Lanark
Altona	Ontario	Amber	York
Amberley	Huron	Ambleside	Bruce
Ambrose	Norfolk	Ameliasburg	Pr. Edward
Amersonto	Brant	Ames	Muskoka
Amiens	Middlesex	Amulree	Perth
Ancaster	Wentworth	Anderson	Perth
Andrewsville	Lanark	Annan	Grey
Ansonville	Cochrane	Anten Mills	Simcoe
Anthony	Cochrane	Antioch	Muskoka
Antrim	Carleton	Appelo	Sudbury
Appleby	Halton	Appledore	Kent

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Appledore	Kent	Appleton	Lanark
Apsley	Peterboro	Apto	Simcoe
Arbor Vitae	Rainy River	Archer	Dundas
Ardoch	Frontenac	Ardtrea	Simcoe
Argonaut	Timiskaming	Ariel	Parry Sound
Arklan	Lanark	Arkona	Lambton
Arkwright	Bruce	Arlington	Simcoe
Armitage	York	Armour	Bruce
Armstrong's Mill	Wellington	Arnott	Grey
Arnstein	Parry Sound	Arpin	Cochrane
Arva	Middlesex	Ashburn	Ontario
Ashgrove	Halton	Ashley	Grey
Ashton	Carleton	Ashworth	Muskoka
Asinka	Parry Sound	Aspdin	Muskoka
Asselstine	Lennox & Addington	Atha	Ontario
Atherton	Norfolk	Athlone	Simcoe
Athol	Glengarry	Atkin	Lambton
Atkinson	Frontenac	Aughrim	Lambton
Augsburg	Renfew	Avon	Middlesex
Avonbank	Perth	Avonry	Lambton
Avonton	Perth	Axe Lake	Parry Sound

"B"

Baby's Point	Lambton	Baddow	Victoria
Badjeros	Grey	Bailieboro	Northumberland
Balaclava	Grey	Balderson	Lanark
Baldoon	Kent	Baldwin	York
Balfour	Pr. Edward	Ballantrae	York
Ballantyne	Frontenac	Ballinafad	Wellington
Ballsville	Haldiman	Ballycroy	Simcoe
Ballydduff	Durham	Ballymote	Middlesex
Balmoral	Haldimand	Balm Beach	Simcoe
Balsam	Ontario	Balsam Grove	Victoria
Baltimore	Northumberland	Balvenie	Renfrew
Bamberg	Waterloo	Banbury	Parry Sound

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Banda	Simcoe	Banks	Grey
Banner	Oxford	Barb	Prescott
Barclay	Simcoe	Bardolph	Lennox & Addington
Bardsville	Muskoka	Bark Lake	Renfrew
Barkway	Muskoka	Barlochan	Muskoka
Barnhart	Rainy River	Barrett	Lennox & Addington
Barretville	Essex	Barriefield	Frontenac
Barrie Ld.	Manitoulin	Barrow Bay	Bruce
Barwick	Rainy River	Basingstoke	Lincoln
Bass Creek	Manitoulin	Batchawana	Algoma
Bath	Lennox & Addington	Battersea	Frontenac
Bay Centre	Lennox & Addington	Bayfield	Huron
Bayham	Elgin	Bayside	Hastings
Baysville	Muskoka	Bayview	Grey
Beach Road	Wentworth	Beaconsfield	Oxford
Bealton	Norfolk	Bear Brook	Russell
Bear Cave	Muskoka	Bear Island	Nipissing
Bear Line	Kent	Beathton	Ontario
Beatrice	Muskoka	Beaumaris	Muskoka
Beaverdale	Grey	Beaver Meadow	Lambton
Becher	Lambton	Bedford Mills	Frontenac
Bedworth	Kenora	Beech Lane	Norfolk
Beechmount	Hastings	Beechwood	Huron
Belfast	Huron	Belfountain	Peel
Belhaven	York	Bell Ewart	Simcoe
Bellingham	Algoma	Bell Rapids	Hastings
Bellrock	Frontenac	Bell's Corners	Carleton
Bellview	Hastings	Belmeade	Carleton
Belmore	Huron	Belton	Middlesex
Bendale	York	Benmiller	Huron
Benoit	Russell	Bensfort	Northumberland
Bentinck	Grey	Bentpath	Lambton
Bent River	Muskoka	Bergland	Rainy River
Berriedale	Parry Sound	Berryland	Perth

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Berryton	Leeds	Bervie	Bruce
Bethel	Pr. Edward	Bethelgrove	Northumberland
Bethesda	York	Bewdley	Northumberland
Bexley	Victoria	Beckford	Lambton
Big Bay Point	Simcoe	Bigelow	Timiskaming
Big Fork	Rainy River	Big Island	Pr. Edward
Big Lake	Manitoulin	Big Point	Kent
Bigwin Island	Muskoka	Billings Bridge	Carleton
Binbrooke	Wentworth	Bingham Road	Haldimen
Binkham	Wellington	Birch Cliff	York
Birdell	Grey	Birkendale	Muskoka
Birnam	Lambton	Birr	Middlesex
Bishop's Mills	Grenville	Bismark	Lincoln
Bissett Creek	Renfrew	Black Bank	Dufferin
Black Donald	Renfrew	Black Hawk	Rainy River
Black Heath	Wentworth	Black Lake	Cochrane
Black River Ridge	Pr. Edward	Blackstock	Durham
Blackstone Lake	Parry Sound	Blaines Lake	Parry Sound
Blairhampton	Haliburton	Blake	Huron
Blakeney	Lanark	Blantyre	Grey
Blayney	Norfolk	Blessington	Hastings
Blezard Valley	Sudbury	Bloomingdale	Waterloo
Bloomington	York	Blount	Dufferin
Blue Church Road	Grenville	Blue Springs	Halton
Boakview	Parry Sound	Bogart	Hastings
Bognor	Grey	Bolger Bridge	Parry Sound
Bolsover	Victoria	Bomanton	Northumberland
Bon Echo	Frontenac	Bonhead	Simcoe
Bond Lake	York	Bongard's	Pr. Edward
Boninville	Sudbury	Bonnechere	Renfrew
Bonnville	Stormont	Bookton	Norfolk
Booth's Depot	Nipissing	Boothville	Grey
Bordenwood	Frontenac	Bornholm	Perth
Borromee	Russell	Boskung	Haliburton
Boston	Norfolk	Boston Mills	Peel

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Bosworth	Wellington	Bothwell Corners	Grey
Bouck's Hill	Dundas	Boulter	Hastings
Bourdeau	Parry Sound	Bowell	Leeds
Bowesville	Carleton	Bowling Green	Dufferin
Bowood	Middlesex	Bow Park Farm	Brant
Boxall	Elgin	Box Grove	York
Boyd	Renfrew	Boyle	Lincoln
Boyne	Halton	Brackenridge	Muskoka
Bradley	Bruce	Bradley Creek	Prescott
Bradshaw	Lambton	Braemar	Oxford
Braie Lake	Parry Sound	Breadalbane	Glengarry
Brennen	Nipissing	Brentha	Timiskaming
Brethour	Timiskaming	Brewers Mills	Frontenac
Brewster	Huron	Brice Hill	Grey
Brickley	Northumberland	Bridgenorth	Peterboro
Bridgeport	Waterloo	Bridgeview	Carlton
Brighton Beach	York	Brightside	Lanark
Brinkman's Corners	Bruce	Brinsley	Middlesex
Brinston	Dundas	Brisbane	Wellington
Brisson	Russell	Britainville	Manitoulin
Britannia	Peel	Britannia Bay	Carleton
Britannia Heights	Carleton	Broadbent	Parry Sound
Brock Road	Ontario	Broacksden	Perth
Brock's Monument	Lincoln	Brodhagen	Perth
Brodie	Glengarry	Bromley	Renfrew
Bromley Line	Renfrew	Brookdale	Oxford
Brooke	Lanark	Brookside	Northumberland
Brotherston	Perth	Brougham	Ontario
Broughdale	Middlesex	Brouseville	Grenville
Browning Island	Muskoka	Brown's Brae	Muskoka
Brown's Nurseries	Welland	Brownton	Peterboro
Bruceton	Renfrew	Brudenell	Renfrew
Brunetville	Sudbury	Brunswick	Durham
Bryanston	Middlesex	Buchanan	Renfrew
Buck Lake	Frontenac	Budd Mills	Renfrew
Bulger	Renfrew	Buller	Haliburton
Bunessan	Grey	Bunyan	Lambton

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Bur Creek	Frontenac	Burgess Mines	Hastings
Burgoyne	Bruce	Burleigh	Peterboro
Burleigh Falls	Peterboro	Burnaby	Welland
Burnbrae	Northumberland	Burnhamthorpe	Peel
Burnhouse	Grey	Burnley	Northumberland
Burns	Perth	Burnside	Simcoe
Burnstown	Renfrew	Burpee	Manitoulin
Burridge	Frontenac	Burriss	Rainy River
Burtch	Brant	Burton	Durham
Burwell Road	Middlesex	Bury	Victoria
Bush Glen	Stormont	Butternut Bay	Leeds
Buttonville	York	Byng	Haldimand
Byrnedale	Essex	Byron	Middlesex

"C"

Cabot Head	Bruce	Cache Bay	Nipissing
Caderette	Nipissing	Cadmus	Durham
Casesarea	Durham	Cahore	Stormont
Caintown	Leeds	Cairngorm	Middlesex
Cairo	Lambton	Caistor Centre	Lincoln
Caistorville	Lincoln	Calder	Middlesex
Calderwood	Grey	Caldwell	Peel
Caldwell Mills	Lanark	Calton	Elgin
Calvert	Middlesex	Camel Chute	Renfrew
Camborne	Northumberland	Cameo	Thunder Bay
Camilla	Dufferin	Campania	Dufferin
Campbell's Cross	Peel	Campbellton	Elgin
Campden	Lincoln	Camp Kagawong	Victoria
Camp Oconto	Frontenac	Camp Onawan	Muskoka
Cannan	Russell	Canal	Muskoka
Canboro	Haldimand	Cane	Timiskaming
Cannamore	Stormont	Cannifton	Hastings
Canning	Oxford	Canonto	Frontenac
Cape Chin	Bruce	Cape Croker	Bruce
Cape Rich	Grey	Garden	Victoria
Carholme	Norfolk	Carlingford	Perth
Carlington	Carleton	Carlisle	Wentworth

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Carlow	Huron	Carlsruhe	Bruce
Carluke	Wentworth	Carylon	Simcoe
Carmanville	Lennox & Addington	Carmel	Northumberland
Carmunnock	Perth	Carnavon	Haliburton
Carr	Parry Sound	Carrville	York
Carswell	Renfrew	Carterton	Algoma
Carthage	Perth	Cashel	York
Cashionglen	Glengarry	Cashmere	Middlesex
Cashtown	Simcoe	Cassbridge	Dundas
Cassburn	Prescott	Cassel	Oxford
Castile	Renfrew	Castlederg	Peel
Castlemore	Peel	Catchacoma	Peterboro
Castleton	Northumberland	Cathcart	Brant
Cecebe	Parry Sound	Cedar Bridge	Leeds
Cedar Croft	Parry Sound	Cedarvale	Ontario
Cedar Grove	York	Cedar Hill	Lanark
Cedar Springs	Kent	Cedar Valley	York
Cedarville	Grey	Central	Frontenac
Centre Augusta	Grenville	Centre Dummer	Peterboro
Centre Road	Peel	Centreton	Northumberland
Centreview	Hastings	Centreville	Waterloo
Ceylon	Grey	Chalmers	Essex
Chambers	Lennox & Addington	Chandos	Peterboro
Chantry	Leeds	Chapman	Hastings
Chapple	Rainy River	Chard	Prescott
Charlemont	Lambton	Charleston	Leeds
Charlesville	Grenville	Chartrand	Russell
Chartrand Corners	Sudbury	Chase Corners	Peterboro
Chatterton	Hastings	Chaudiere	Carleton
Cheapside	Haldimand	Cheddar	Haliburton
Cheeseborough	Leeds	Chelsea Green	Middlesex
Chemong Park	Peterboro	Cheney Station	Russell
Chepstow	Bruce	Cherry	York
Cherry Grove	Middlesex	Cherry Valley	Pr. Edward
Chesterfield	Oxford	Chevrier	Prescott
Chippawa Hill	Bruce	Chiselhurst	Huron
Chisholm	Pr. Edward	Chiswick	Nipissing

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Christian Island	Simcoe	Christina	Middlesex
Christy's Lake	Lanark	Churchill	Simcoe
Chute & Blondeau	Prescott	Cityview	Carleton
Clachan	Kent	Clanbrassil	Haldimand
Clanricarde	Peterboro	Clappison's Corners,	Wentworth
Claraday	Peterboro	Clare	Wellington
Clarence Creek	Russell	Clareview	Lennox & Addington
Clarina	Peterboro	Clarke	Durham
Clarksburg	Grey	Clarkstown	Carleton
Claude	Peel	Claybank	Renfrew
Clayton	Lanark	Clear Creek	Norfolk
Clear Lake	Muskoka	Clearville	Kent
Clegg	Cochrane	Contarf	Renfrew
Cloyne	Lennox & Addington	Cluny	Bruce
Clyde	Wentworth	Clydesdale	Peterboro
Cobble Hill	Middlesex	Cockburn Island	Manitoulin
Codrington	Northumberland	Colbeck	Dufferin
Colchester	Essex	Coldsprings	Northumberland
Coldstream	Middlesex	Colebrook	Lennox & Addington
Cole Lake	Frontenac	Coleman's	Lincoln
Colenso	Grey	Coleraine	Peel
Colgan	Simcoe	Colinville	Lambton
College View	Wellington	Collins Inlet	Manitoulin
Colpoys Bay	Bruce	Colquhoun	Dundas
Columbus	Ontario	Combermere	Renfrew
Comet	Essex	Commanda	Parry Sound
Conestogo	Waterloo	Coningsby	Wellington
Conn	Wellington	Connought	Dundas
Connor	Simcoe	Conover	Dufferin
Conroy	Perth	Constance	Huron
Conway	Lennox & Addington	Cooper	Hastings
Cooper's Falls	Ontario	Copenhagen	Elgin
Cope's Falls	Haliburton	Copleston	Lambton
Copp	Renfrew	Coral	Northumberland
Corbett	Huron	Cordova Mines	Peterboro
Corkery	Carleton	Cormac-	Renfrew

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Cornwall Cen.	Stormont	Cornwall Id.	Stormont
Costello	Timiskaming	Cote Siding	Cochrane
Cotswold	Wellington	Cottesloe	Peterboro
Coulson	Simcoe	Courtice	Durham
Couttsville	Timiskaming	Coventry	Peel
Cowal	Elgin	Coxvale	Frontenac
Craigie Lea	Muskoka	Craigmont	Renfrew
Craigsholme	Wellington	Crampton	Middlesex
Cranberry Lake	Parry Sound	Cranbrook	Huron
Cranston	Haldimand	Cranworth	Leeds
Crathie	Middlesex	Crawford	Grey
Crediton	Huron	Crediton E.	Huron
Creekbank	Wellington	Creighton	Simcoe
Cresswell	Victoria	Cressy	Pr. Edward
Crewe	Huron	Crewson's Cor.	Wellington
Crieff	Wellington	Crinan	Elgin
Crofton	Pr. Edward	Cromar	Lambton
Cromarty	Perth	Cross Hill	Waterloo
Cross Lake	Nipissing	Crossland	Simcoe
Croton	Kent	Crowes Landing	Peterboro
Crowland	Welland	Crown Hill	Simcoe
Croydon	Lennox & Addington	Cruickshank	Grey
Crystal	Leeds	Crystal Beach	Welland
Crystal Rock	Grenville	Culloden	Oxford
Cultus	Norfolk	Cummings Bridge	Carleton
Cumnock	Wellington	Cundles	Simcoe
Curran	Prescott	Curries Crossing	Oxford
Curry Hill	Glengarry	Curve Lake	Peterboro
Cushindall	Frontenac	Cuthbert	Lambton
Cyrville	Carleton		

"D"

Dacre	Renfrew	Dale	Durham
Dalhousie Lake	Lanark	Dalmeny	Carleton
Dalmeny	Carleton	Dalrymple	Victoria
Dalston	Simcoe	Dalton Mills	Algoma
Damascus	Wellington	Daniston	Russell

COMMUNITY	COUNTY	COMMUNITY	COUNTY
D'Arcy	Frontenac	D'Arcyville	Lanark
Dartford	Northumberland	Dartmoor	Victoria
Dashwood	Huron	Davis Corners	York
Davis Mills	Renfrew	Dawn Mills	Kent
Dawn Valley	Lambton	Deacon	Renfrew
Dead Creek	Frontenac	Dealtown	Kent
Dean	Haldimand	Dearlock	Rainy River
Deemerton	Bruce	Deerbrook	Essex
Deerhurst	Simcoe	Deer Lake	Haliburton
DeGrassi Point	Simcoe	Delaware	Middlesex
Delmer	Oxford	Deloro	Hastings
Demorestville	Pr. Edward	Demorestsville	Pr. Edward
Denbigh	Lennox & Addington	Derby Mills	Grey
Dereham Centre	Oxford	Derry	Peel
Derrynane	Wellington	Derryville	Ontario
Derwent	Middlesex	Desboro	Grey
Desert Lake	Frontenac	Desmond	Lennox & Addington
Devizes	Middlesex	Devonshire	Cochrane
Dexter	Elgin	Diamond	Carleton
Dickinson's Landing	Stormont	Dillon Port	Parry Sound
Dirleton	Carleton	Dixon	Stormont
Dixon's Corners	Lundas	Doe Lake	Parry Sound
Dog Lake	Thunder Bay	Dollar	York
Dominionville	Glengarry	Donahue	Renfrew
Donaldson	Frontenac	Donegal	Perth
Dongola	Victoria	Donnell	Renfrew
Dorion	Thunder Bay	Dorland	Lennox & Addington
Dormoch	Grey	Dorset	Muskoka
Douro	Peterboro	Dover Centre	Kent
Downeyville	Victoria	Doyles	Kent
Dracon	Wellington	Dromore	Grey
Drummond	Lanark	Drumquin	Halton
Drysdale	Huron	Duart	Kent
Dubugque	Kent	Dudley	Muskoka
Dufferin Bridge	Parry Sound	Duffy	Muskoka
Dugwal	Cochrane	Dumblane	Bruce

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Dumfries	Brant	Dunbar	Dundas
Dunboyne	Elgin	Duncan	Grey
Dunchurch	Parry Sound	Duncrieff	Middlesex
Dundeal	Dundas	Dundonald	Northumberland
Dunedin	Simcoe	Dungannon	Huron
Dunkerron	Simcoe	Dunlop	Huron
Dunmore	Renfrew	Dunnet	Sudbury
Dunning	Cochrane	Dunns Valley	Algoma
Dunvegan	Glengarry	Duthill	Lambton
Dwight	Muskoka	Dyer	Stormont
Dyers Bay	Bruce		

"E"

Eagle	Elgin	Eagle	Parry Sound
Eagle Lake	Parry Sound	Eamers Corners	Stormont
Earnscliffe	Dufferin	Earnscliffe	Dufferin
Eastbourne	York	East Emily	Victoria
E. Hugerford	Hastings	Eastlake Road	Pr. Edward
E. Linton	Grey	Easton's Corners	Grenville
East Oro	Simcoe	E. Oxford	Grenville
Eastview Cen.	Carleton	E. Williamsburg	Dundas
Ebordale	Grey	Echo Place	Brant
Eddystone	Northumberland	Eden Grove	Bruce
Eden Mills	Wellington	Edenvale	Simcoe
Edgar	Simcoe	Edge Hill	Grey
Edgeley	York	Edville	Northumberland
Edys Mills	Lambton	Effingham	Welland
Egbert	Simcoe	Egerton	Wellington
Egmondville	Huron	Ebbs	Dufferin
Elcho	Lincoln	Elder	Dufferin
Eldorado Park	Peel	Electric	Kent
Eley	Algoma	Elford	Essex
Elfrida	Wentworth	Elginburg	Frontenac
Elginfield	Middlesex	Elgin House	Muskoka
Elgin Mills	York	Elia	York
Elimville	Huron	Elizabeth Bay	Manitoulin
Elizabethville	Durham	Ellengowan	Bruce
Ellesmere	[illegible]		

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Elliott's Corners	Simcoe	Ellisville	Leeds
Elma	Dundas	Elmbank	Peel
Elmbrook	Pr. Edward	Elmgrove	Simcoe
Elmhedge	Grey	Elm Tree	Frontenac
Elmview	Northumberland	Eloida	Leeds
Elphin	Lanark	Elsie	Haliburton
Elsinore	Bruce	Elzevir	Hastings
Emberson	Muskoka	Emmet	Renfrew
Emerald	Lennox & Addington	Empey	Hastings
Empey Hill	Lennox & Addington	Empire	Haldimand
Enfield	Durham	Ennis	Simcoe
Enniskerry	Carleton	Enniskillen	Durham
Ennismore	Peterboro	Ennotville	Wellington
Epping	Grey	Epsom	Ontario
Eramosa	Wellington	Erbville	Waterloo
Eric	Frontenac	Erie	Haldimand
Erie Beach Park	Kent	Erie View	Norfolk
Escott	Leeds	Escott Centre	Leeds
Eskadale	Bruce	Esmonde	Renfrew
Essonville	Haliburton	Etobicoke	York
Eton-Rugby	Kenora	Ettyville	Russell
Etwell	Muskoka	Eugenia	Grey
Evansville	Manitoulin	Evelyn	Middlesex
Eversley	York	Everton	Wellington
Ewan	Peterboro	Excelsior	Manitoulin
Exton	Thunder Bay		

"F"

Fairbairn	Victoria	Fairbank	York
Fairfield Plain	Brant	Fairground	Norfolk
Fairholme	Parry Sound	Fairmount	Grey
Fairplay	Essex	Fairport	Ontario
Fairs	Leeds	Fair Valley	Simcoe
Fairview	Perth	Falardeau	Timiskaming
Falconbridge	Middlesex	Falkirk	Middlesex
Falkland	Brant	Fallbrook	Lanark
Fallon	Middlesex	Fall River	Frontenac

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Fanshawe	Middlesex	Faraday	Hastings
Farewell	Wellington	Farmers Union	Grenville
Farquhar	Huron	Fassifern	Glengarry
Fawkham	Ontario	Fellows	Lennox & Addington
Felton	Russell	Fenaghvale	Prescott
Fenella	Northumberland	Fennells	Simcoe
Fergus Lea	Renfrew	Ferguson	Middlesex
Ferguson Falls	Lanark	Fergusonvale	Simcoe
Fermoy	Frontenac	Ferndale House	Muskoka
Fern Glen	Parry Sound	Fern Hill	Middlesex
Fernlee	Manitoulin	Fernleigh	Frontenac
Ferris	Nipissing	Fetherston	Parry Sound
Feversham	Grey	Fingal	Elgin
Fingerboad	Victoria	Finland	Rainy River
Fintona	Simcoe	Fisherville	Haldimand
Flamboro Centre	Wentworth	Flinton	Lennox & Addington
Floradale	Waterloo	Florence	Lambton
Florida	Cochrane	Foldern's Corners	Oxford
Foley	Ontario	Fordyce	Huron
Forest Hill	York	Forest Lea	Renfrew
Forest Mills	Lennox & Addington	Forest Nook	Parry Sound
Forget	Russell	Fork's Road	Welland
Formosa	Bruce	Fort Albany	Patricia
Fortescue	Peterboro	Fort La Cloche	Algoma
Fort Matatchewan	Timiskaming	Fort Rose	Middlesex
Fort Stewart	Hastings	Fournier	Prescott
Fourth Line	Lambton	Fowler's Corners	Peterboro
Foxey	Manitoulin	Fox Point	Muskoka
Foymount	Renfrew	Franconia	Haldimand
Frank Hill	Victoria	Franklin Park	Parry Sound
Frankville	Leeds	Fraserburg	Muskoka
Freeborn	Perth	Freeland	Leeds
Freelton	Wentworth	Freeman	Halton
French Bay	Bruce	French Hill	Russell
French River	Parry Sound	Frogmore	Norfolk

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Frood Mine	Sudbury	Frostburn	Dundas
Fruitland	Wentworth	Fullarton	Perth
Fulton	Lincoln		

"G"

Gagnon	Russell	Galbraith	Lanark
Galesburg	Peterboro	Gallingertown	Stormont
Galston	Nipissing	Gameland	Rainy River
Garden Hill	Durham	Garretton	Grenville
Garryowen	Grey	Garson	Sudbury
Garville	Lambton	Gasfield	Haldimand
Gas Line	Welland	Gateway	Nipissing
Gawas	Algoma	Genessee Rapids	Nipissing
Georgina Island	York	Germania	Muskoka
Germanicus	Renfrew	Gesto	Essex
Gibraltar	Grey	Gibson	Simcoe
Golbert Mills	Pr. Edward	Gilchrist	Simcoe
Gildale	Grey	Gilead	Hastings
Gillies Hill	Bruce	Giroux	Timiskaming
Glammis	Bruce	Glamorgan	Durham
Glandine	Victoria	Glandower	Frontenac
Glanmire	Hastings	Glascott	Grey
Glasgow	Ontario	Glen Alda	Peterboro
Glen Allan	Wellington	Glen Andrew	Prescott
Glenarm	Victoria	Glenbecker	Dundas
Glen Buell	Leeds	Glenburnie	Frontenac
Glencolin	Elgin	Glen Cross	Dufferin
Glendale	Middlesex	Glen Donald	Glengarry
Glen Echo	Muskoka	Glen Eden	Grey
Gleneig Centre	Grey	Glen Farrow	Huron
Glenfield	Lennox & Addington	Glenila	Parry Sound
Glen Meyer	Norfolk	Glenmore	Grenville
Glenmount	Muskoka	Glenn	Parry Sound
Glennevis	Glengarry	Glen Oak	Middlesex
Glenora	Pr. Edward	Glen Orchard	Muskoka

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Blenorchy	Halton	Glenpayne	Stormont
Glenshee	Norfolk	Glen Smail	Grenville
Glen Stewart	Dundas	Glenview	Lanark
Glenville	York	Glen Walter	Glengarry
Glen Williams	Halton	Glenwillow	Middlesex
Go Home	Muskoka	Goldenburgh	Algoma
Golden Valley	Parry Sound	Goldfield	Stormont
Goldlands	Cochrane	Goldpines	Patricia
Goldsmith	Essex	Goldthorpe	Timiskaming
Golspie	Oxford	Gordon Lake	Algoma
Gordon Rapids	Lanark	Gordonville	Wellington
Gore Bay	Manitoulin	Gores Landing	Northumberland
Goring	Grey	Gorman	Renfrew
Gosport	Lennox & Addington	Goulais River	Algoma
Gowanda	Timiskaming	Gowrie	Perth
Grahamsville	Peel	Grahamtown	Leeds
Grand Bend	Huron	Grand View	Brant
Granger	Dufferin	Granite Hill	Parry Sound
Grant	Russell	Granthurst	Oxford
Grantley	Dundas	Grants Corner	Glengarry
Grassmere	Muskoka	Grattan	Renfrew
Gratton Corners	Prescott	Gravel Hill	Stormont
Gravesend	Elgin	Graystock	Peterboro
Green	Victoria	Greenbank	Ontario
Green Bay	Manitoulin	Greenbush	Leeds
Green Mountain	Lanark	Greenock	Bruce
Green Park	Wellington	Green Point	Pr. Edward
Green River	Ontario	Greensville	Wentworth
Greenview	Hastings	Greenway	Huron
Greenwood	Ontario	Gregory	Muskoka
Grenadier Id.	Leeds	Grenfel	Simcoe
Grennon	Leeds	Gresham	Bruce
Gretna	Lennox & Addington	Grey	Grey
Griersford	Renfrew	Griersville	Grey
Griffith	Renfrew	Grimsby Centre	Lincoln
Grimsthorpe	Manitoulin	Grimston	Grey

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Grove Park Lodge	Muskoka	Grunwald	Muskoka
Guerin	Peterboro	Guilds	Kent
Guiney	Renfrew	Gull Creek	Lennox & Addington
Gunter	Hastings	Guthrie	Simcoe
Guysborough	Norfolk	Gypsum Mines	Haldimand

"H"

Habermehl	Grey	Haddo	Dundas
Hadlington	Peterboro	Hagerman	York
Haginsville	Dundas	Haldane Hill	Parry Sound
Hale	Lambton	Halfway	Renfrew
Halls Bridge	Peterboro	Halls Glen	Peterboro
Halls Lake	Haliburton	Halls Mills	Lanark
Hallville	Dundas	Halpenny	Lanark
Halston	Hastings	Hamilton Beach	Wentworth
Hamlet	Simcoe	Hammerton	York
Hampden	Grey	Hampshire Mills	Simcoe
Hampstead	Perth	Hampton	Durham
Hanbury	Timiskaming	Hanlan	Peel
Hannon	Wentworth	Harcourt	Haliburton
Hardwood Lake	Renfrew	Harkaway	Grey
Harlem	Leeds	Harlock	Huron
Harlowe	Frontenac	Harmony	Algoma
Harold	Hastings	Harper	Lanark
Harper's Corners	Wentworth	Harpley	Huron
Harrington West	Oxford	Harris Hill	Rainy River
Hartfell	Parry Sound	Hartford	Norfolk
Hartsmere	Hastings	Harwich	Kent
Harwood	Northumberland	Harwood Plains	Carleton
Hatherton	Grey	Haultain	Peterboro
Havergal	Hastings	Havilah	Algoma
Hawkesville	Waterloo	Hawley	Lennox & Addington
Hay	Huron	Hay Bay	Lennox & Addington
Hayburn	Lennox & Add.	Haydon	Durham
Hayesland	Wentworth	Hayes Point	Victoria

[illegible]	[illegible]	[illegible]	[illegible]
Haysville	[illegible]	Hazeldean	Carleton
Hazel Glen	Parry Sound	Hazzards Corners	Hastings
Hedford	York	Heed Lake	Victoria
Heatheote	Grey	Heckston	Grenville
Hekkla	Muskoka	Heslack	Norfolk
Hendrick	Middlesex	Henry	Prescott
Henry's Corner	Lambton	Herbert Corner	Carleton
Hereward	Dufferin	Herman	Hastings
Herrons Mill	Lanark	Heston	Perth
Hewitt	Peel and	Hiawatha	Peterboro
Highfield	York	Highland Creek	York
Hilliardton	Timiskaming	Hilliar	St. Albert
Hill Lake	Timiskaming	Hillman	Essex
Hillsdale	Simcoe	Hills Green	Barry
Hillside	Muskoka -	Hilly Grove	Manitoulin
Hilton	Northumberland	Hilton Beach	Algoma
Hinsworth	Parry Sound	Hinch	Lennox & Addington
Hinton Mill	Haliburton	Hintonburg	Carleton
Hessie	Dundas	Hoath Head	Grey
Hobart	Simcoe	Hockley	Dufferin
Hodgson	Nipissing	Hogan	Hastings
Holbrook	Oxford	Holbford	Grey
Holiday	Oxford	Holleford	Frontenac
Hollen	Wellington	Holly	Simcoe
Holly Park	York	Holt	York
Holyrood	Bruce	Homer	Lincoln
Honey Harbor	Muskoka	Honeywood	Dufferin
Honore	Manitoulin	Hope Bay	Bruce
Hopedale	Middlesex	Hopefield	Renfrew
Hopetown	Lanark	Hopeville	Grey
Horncastle	Victoria	Horning's Mills	Dufferin
Horton	Parry Sound	Horwpir	Haliburton
~~Hough~~ Hough Lake	Timiskaming	Houghton	Norfolk
Housey Rapids	Muskoka	Howard	Renfrew
Howdenvale	Bruce	Howe Island	Frontenac
Howlett	Middlesex	Hubrey	Middlesex
Hugel	Nipissing	Hulbert	Dundas

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Humber	York	Humber Bay	York
Humphrey	Parry Sound	Huntingfield	Huron
Huntely	Carleton	Hurdmans Bridge	Carleton
Hurdville	Parr Sound	Hurondale	Huron
Hutton House	Muskoka	Huttonsville	Peel
Hyde Park Corner	Middlesex	Hundford	Renfrew
Hyndman	Grenville		

"I"

Ice Lake	Manitoulin	Ida	Durham
Ilfracombe	Muskoka	Inadale	Middlesex
Ingle	Lennox & Addington	Inglis Falls	Grey
Ingoldsby	Haliburton	Inholmes	Parry Sound
Inkerman	Dundas	Innisville	Lanark
Intola	Thunder Bay	Inversary	Frontenac
Inverhuron	Bruce	Iona P. O.	Elgin
Ira	Wentworth	Ireland	Renfrew
Irena	Dundas	Irish Lake	Grey
Iron Bridge	Algoma	Island Grove	York
Islay	Victoria	Ivan	Middlesex
Ivy	Simcoe	Ivy Lea	Leeds

"J"

Jacks Lake	Simcoe	Jackson	Grey
Jackson's Point	York	Jaffa	Elgin
Jamestown	Huron	Jameison	Lanark
Jamot	Sudbury	Janetville	Durham
Jarlsberg	Parry Sound	Jarratt	Simcoe
Jefferson	York	Jellyby	Leeds
Jericho	Lambton	Jermyn	Peterboro
Jessops Falls	Prescot	Jessopville	Dufferin
Jewellville	Renfrew	Jocelyn	Algoma
Jockvale	Carleton	Joffre	Victoria
Jogues	Cochrane	Johnson	Grey
Johnston's Corners	Carleton	Johnstown	Grenville
Jones Falls	Leeds	Jordan Harbour	Lincoln

SUBDIVISION	COUNTY	SUBDIVISION	COUNTY
Jordon P.O.	Lincoln	Josephsburg	Waterloo
Joyceville	Frontenac	Juddhaven	Muskoka
Judge	Timiskaming	Judgeville	Leeds
Jumbo Gardens	Thunder Bay	Junetown	Leeds
Juniper Island	Peterboro	Jura	Lambton

"K"

Kagawong	Manitoulin	Kashe Lake	Muskoka
Kanyengeh	Brant	Kars	Carleton
Kawartha Park	Peterboro	Keady	Grey
Keelerville	Frontenac	Keensansville	Simcoe
Keldon	Dufferin	Kells	Nipissing
Kellsite	Muskoka	Kelmar	Durham
Kelso	Halton	Kelvin	Brant
Kemble	Grey	Kendal	Durham
Kenmore	Carleton	Kennaway	Haliburton
Kennicott	Perth	Kent Centre	Kent
Kepler	Frontenac	Kerr Lake	Timiskaming
Kerton	Lambton	Keswick	York
Kettleby	York	Keward	Grey
Keyser	Middlesex	Khartum	Renfrew
Khiva	Huron	Kilbride	Halton
Kilburnie	Frontenac	Kilgorie	Dufferin
Killarney	Manitoulin	Kilmanagh	Peel
Kilmarnock	Lanark	Kilmartin	Middlesex
Kilmaurs	Carleton	Kilsyth	Grey
Kilworth Bridge	Middlesex	Kimberly	Grey
Kimbo	Lincoln	Kingarf	Bruce
King Creek	York	Kinghurst	Grey
Kinglake P.O.	Norfolk	Kingsbridge	Huron
Kingscote	Grey	Kingston Mills	Frontenac
Kingsway	Muskoka	Kings Wharf	Victoria
Kingwood	Waterloo	Kinkora	Perth
Kinloss	Bruce	Kinlough	Bruce
Kintail	Huron	Kintore	Oxford
Kintyre	Elgin	Kipling	Nipissing
Kirby	Durham	Kirkhill	Glengarry

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Kirkton	Huron	Kirkwall	Wentworth
Kivikoski	Thunder Bay	Knapdale	Middlesex
Knatchbull	Halton	Knightington	Renfrew
Kohler	Haldimand	Kolapore	Grey
Kossuth	Waterloo	Kuhryville	Perth
Kurtzville	Perth	Kynoch	Algoma

"L"

Laclochе	Manitoulin	Lady Bank	Grey
Ladysmith	Lambton	La Fontaine	Simcoe
Laframboise	Prescott	Laggan	Glengarry
Lake	Hastings	Lake Charles	Grey
Lake Clear	Renfrew	Lake Favel	Kenora
Lakehurst	Peterboro	Lakelet	Huron
Lake Opinocon	Frontenac	Lakeport	Northumberland
Lakeview	Peel	Lakeview	Elgin
Lalonde	Prescott	L'Amable	Hastings
L'Amaroux	York	Lambeth	Middlesex
Lamlash	Grey	Lammermoor	Lanark
Lemon	Middlesex	Lanark	Lanark
Lancelot	Muskoka	Lenderkin	Grey
Lanes	Huron	Lang	Peterboro
Langbank	Lambton	Langford	Brant
Langman	Simcoe	Langside	Bruce
Langstaff	York	Langton	Norfolk
Lansing	York	LaPasse	Renfrew
La Salle	Essex	Laskay	York
Lasswade	Peterboro	Latchford Bridge	Renfrew
Latimer	Frontenac	Latta	Hastings
Laurentian View	Carleton	Laurier	Huron
Laurin	Simcoe	Lauriston	Grey
Lavant	Lanark	Lavender	Simcoe
Lavignex	Nipissing	Lawson	Simcoe
Layton	Ontario	Leadbury	Huron
Leaksdale	Ontario	Lebanon	Wellington
Leeburn	Algoma	Leeds	Leeds
Leesborough	Middlesex	Lee Valley	Sudbury

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Lafaives Corners	Simcoe	Lefaive	Prescott
Leggatt	Dufferin	Leinster	Lennox & Addington
Leith	Grey	Leitrim	Carleton
Leland	Frontenac	Lemieux	Prescott
Lemonville	York	Leskard	Durham
Letterkenny	Renfrew	Lewisham	Muskoka
Lieury	Middlesex	Lifford	Durham
Lillies	Leeds	Lily Lake	Manitoulin
Lily Oak	Grey	Lime Bank	Carleton
Limestone	Carleton	Linden Bank	Leeds
Linden Valley	Victoria	Lindenwood	Grey
Lime Lake	Hastings	Linton	York
Lions Head	Bruce	Lisbon	Perth
Lisburn	Bruce	Little Britain	Victoria
Little Creek	Lennox & Addington	Little Rapids	Algoma
Little Rideau	Prescott	Little Wood	Middlesex
Living Spring	Wellington	Lloyd	Lanark
Lloydtown	York	Lobo	Middlesex
Lochalsh	Huron	Lochiel	Glengarry
Loch Winnoch	Renfrew	Lockton	Peel
Lodore	Lanark	Logierait	Lambton
Loiselleville	Essex	Lombardy P.O.	Leeds
Long Bay	Manitoulin	Longford Mills P.O.	Ontario
Long Lake	Frontenac	Long Point	Leeds
Longtinville	Russell	Loon Lake	Peterboro
Lord Mills	Grenville	Loree	Grey
Lorenz	Northumberland	Loretto	Simcoe
Lorimer Lake	Parry Sound	Loring	Parry Sound
Lorne	Bruce	Lorne	Sudbury
Lorneville	Victoria	Lorrain Valley	Timiskaming
Lost Channel	Parry Sound	Lothian	Huron
Lotus	Durham	Louise	Grey
Louisville	Kent	Lounsbury	Nipissing
Lovat	Bruce	Lovett	Northumberland
Lowville	Halton	Loyal	Huron
Lucasville	Lambton	Lucille	Dufferin

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Luckerville	Essex	Lumley	Huron
Lunenberg	Stormont	Lurgan	Bruce
Luton	Elgin	Lynedoch	Norfolk
Lynnville	Norfolk	Lyons	Elgin

"M"

Mabee	Norfolk	MacCue	Lanark
Macdonald	Lennox & Addington	Maclaren's Wharf	Carleton
Maclennan	Algoma	Macton	Wellington
Macville	Peel	Mafeking	Huron
Magnetawan	Parry Sound	Maguire	Middlesex
Mahaffy	Perth	Mairs Mills	Simcoe
Malden Centre	Essex	Malta	Muskoka
Malvern	York	Mandeville	Parry Sound
Manilla	Victoria	Manion	Lanrak
Manitowaning	Manitoulin	Manley	Huron
Mannheim	Waterloo	Manotick	Carleton
Mansfield	Dufferin	Maple Grove	Middlesex
Maple Island	Parry Sound	Maple Lake	Haliburton
Maple Lane	Grey	Maple Lawn	Frontenac
Maple Leaf	Hastings	Maple Lodge	Middlesex
Maple Ridge	Muskoka	Mapleton	Elgin
Maple Valley	Simcoe	Mapleview	Northumberland
Maplewood	Oxford	Mar	Bruce
Marathon	Carleton	Marble Bluff	Lanark
March	Carleton	Marchhurst	Carleton
Marchmont	Simcoe	Marionville	Carleton
Marmion	Grey	Marnoch	Huron
Marsh Hill	~~Duf~~ Ontario	Marston	Norfolk
Marsville	Dufferin	Martell Corner	Russell
Marter	Timiskaming	Martin Farm	Simcoe
Martintown	Glengarry	Marvelville	Russell
Masonville	Middlesex	Massie	Grey
Matawatchan	Renfrew	Mattagami Heights	Cochrane
Maxwell	Grey	Mayerville	Russell
Mayfair	Middlesex	Mayfield	Peel
Maynard	Grenville	Maynooth	Hastings

COMMUNITY	COUNTY	COMMUNITY	COUNTY
McArthurs Mills	Hastings	McCracken's Landing	Peterboro
McCready	Lambton	McCrimmon	Glengarry
McDonald's Corners	Lanark	McDougall	Renfrew
McFarlane Lake	Sudbury	McGarry	Lanark
McGillivray Bridge	Glengarry	McGregor	Essex
McInnes	Middlesex	McIntosh Mill	Leeds
McIntyre	Grey	McIver	Bruce
McKellar	Parry Sound	McKenzie Lake	Nipissing
McLaren Depot	Frontenac	McLean	Frontenac
McMartinville	Peterboro	McMartinville	Peterboro
McMillands Corners	Stormont	McMurrich	Parry Sound
McNab	Lincoln	McPhail	Lanark
McReynolds Corners	Grenville	McVicar	Bruce
McWilliams	Middlesex	Meounoma	Parry Sound
Medina	Oxford	Melcombe	Leeds
Meldrum Bay	Manitoulin	Melgund	Wellington
Melissa	Muskoka	Melrose	Hastings
Melville	Pr. Edward	Melvin	Dundas
Menie	Northumberland	Merton	Halton
Metcalfe	Carleton	Metropolitan	Perth
Meyersburg	Northumberland	Metz	Wellington
Michael Bay	Manitoulin	Mickle	Bruce
Micksburg	Renfrew	Middleville	Lanark
Midford	Parry Sound	Midlothian	Parry Sound
Midlothian Wharf	Parry Sound	Milberta	Timiskaming
Mildview	Grenville	Milford	Pr. Edward
Milford Bay	Muskoka	Milford Haven	Algoma
Milhaven	Lennox & Addington	Millar Hill	Muskoka
Millars Corners	Grenville	Millarton	Bruce
Millerand	Nipissing	Miller Bay	Welland
Miller Lake	Bruce	Millgrove	Wentworth
Millington	Ontario	Mill Valley	Northumberland
Milsap	Lennox & Addington	Milton Heights	Halton
Mimico Beach	York	Mimosa	Wellington
Mina	Northumberland	Minahico	Rainy River
Mindemoya	Manitoulin	Minden	Haliburton
Miners Bay	Haliburton	Minett	Muskoka

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Minicoganashene	Muskoka	Minniehill	Grey
Minto	Hastings	Mississagi	Algoma
Mitchells Bay	Kent	Mitchells Square	Simcoe
Mitchellville	Leeds	Mohawk	Brant
Mohawk	Hastings	Moira	Hastings
Molesworth	Perth	Moltke	Bruce
Monock	Wellington	Monck Road	Hastings
Monorieff	Huron	Mond	Sudbury
Monetville	Sudbury	Mongolia	York
Monkton	Perth	Mono Centre	Dufferin
Mono Mills	Peel	Monsell	Muskoka
Montague	Welland	Monteagle Valley	Hastings
Monticello	Dufferin	Montreal River	Timiskaming
Montrock	Cochrane	Montrose	Welland
Moon River	Parry Sound	Moonstone	Simcoe
Mooresburg	Grey	Mooreville	Middlesex
Moose Factory	Cochrane	Moose Hill	Thunder Bay
Moraviantown	Kent	Moray	Middlesex
Morel	Nipissing	Morewood	Dundas
Morganston	Northumberland	Morinus	Muskoka
Morley	Grey	Morpeth	Kent
Morris Lake	Muskoka	Morriston	Wellington
Morrisville	Manitoulin	Morrow	Durham
Morson	Rainy River	Mortimer's Point	Muskoka
Morton	Leeds	Morton Park	York
Morven	Lennox & Addington	Mosseymore	Hastings
Mosside	Lambton	Mossley	Middlesex
Motherwell	Perth	Mountain View	Pr. Edward
Mount Albion	Wentworth	Mt. Carmel	Huron
Mount Charles	Peel	Mt. Chesney	Frontenac
Mount Dennis	York	Mt. Healy	Haldimand
Mount Hope	Bruce	Mt. Hope	Wentworth
Mount Horeb	Victoria	Mt. Irwin	Peterboro
Mount Joy	York	Mt. Julian	Peterboro
Mount Nemo	Halton	Mt. Pleasant	Durham
Mt. St. Louis	Simcoe	Mt. St. Patrick	Renfrew
Mt. Salem	Elgin	Mountsberg	Wentworth

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Mount Stephen	Simcoe	Mt. View	Wellington
Mt. Wolfe	Peel	Mowat Landing	Parry Sound
Mud Lake	Parry Sound	Muir	Oxford
Mulgrave	Welland	Mullifarry	Middlesex
Mulmur	Dufferin	Mulock	Grey
Munro	Perth	Munroes Mills	Glengarry
Munster	Carleton	Murchison	Nipissing
Murray	Pr. Edward	Muselow	Hastings
Muskoka Beach	Muskoka	Muskoka Falls	Muskoka
Muskoka Wharf	Muskoka	Myers Cave	Frontenac
Myrehall	Hastings		

"N"

Naev Meehal	Carleton	Nairn	Middlesex
Nairn Centre	Sudbury	Nanticoke	Haldimand
Naphan	Hastings	Napier	Middlesex
Napperton	Middlesex	Narrow Lake	Patricia
Narva	Bruce	Nashville	York
Nassagaweya	Halton	Nebo	Wentworth
Nelson	Halton	Nenagh	Grey
Newark	Oxford	Newbliss	Leeds
Newboyne	Leeds	Newbridge	Huron
New Carlaw	Hastings	New Credit	Brant
New Dublin	Leeds	New Dundee	Waterloo
New Durham	Brant	New Edinburgh	Carleton
Newfield	Renfrew	New Flos	Simcoe
New Germany	Waterloo	Newholme	Muskoka
New Park	Durham	Newport	Brant
New Ross	Dundas	Newry	Perth
New Scotland	Kent	Newtonbrook	York
Newton Robinson	Simcoe	Nicholson	Simcoe
Nile	Huron	Nilestown	Middlesex
Nipissing	Parry Sound	Nithburg	Perth
~~Niew~~ Niwema	Parry Sound	Nober	Haldimand
Nobleton	York	Noelville	Sudbury
Nogies Creek	Peterboro	Norham	Northumberland

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Norland	Victoria	Normen	Kenora
Normandale	Norfolk	North Augusta	Grenville
N. Branch	Carleton	North Branch	Rainy River
Northbrook	Lennox & Addington	North Bruce	Bruce
North Buxton	Kent	North Claremont	Ontario
North Ekfrid	Middlesex	Northfiled Centre	Brant
North Gower	Carleton	North Keppel	Grey
North Lunenburg	Stormont	North Malden	Essex
North Mara	Ontario	North Montague	Lanark
Northmount	York	North Mountain	Dundas
North Osgoode	Carleton	North Pelham	Welland
Northport	Pr. Edward	North Rideau	Carleton
North Seguin	Parry Sound	North Seneca	Haldimand
North Valley	Stormont	North Winchester	Dundas
Nortonville	Peel	Norval P.O.	Halton
Notre Dame du Lac	Nipissin	Nudel Bush	Dundas

"O"

Oakdale	Lambton	Oak heights	Northumberland
Oak Hill	Victoria	Oak Leaf	Leeds
Oak Ridges	York	Oakwood	Victoria
Oates	Frontenac	Oatland	Algoma
O'Brien	Timiskaming	O'Connell	Ontario
O'Connor	Algoma	Odell	Elgin
Odell	Middlesex	Odessa	Lennox & Addington
Ogaki	Thunder Bay	Ohsweken	Brant
Ojibway Island	Parry Sound	Old Castle	Essex
Olden	Frontenac	Oldfield	Kent
Old Mill	York	Olinda	Essex
Oliphant	Bruce	Oliver	Middlesex
Olivet	Wellington	Olrig	Nipissing
Omagh	Halton	Ompah	Frontenac
Onaping	Thunder Bay	Oneida	Haldimand
Ophir	Algoma	Orange Valley	Parry Sound
Oranmore	Parry Sound	Orchard	Grey
Orchard Beach	York	Oriel	Oxford

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Orient	Russell	Orkney	Wentworth
Orland	Northumberland	Ormond	Dundas
Orr Lake	Simcoe	Orrville	Parry Sound
Orwell	Elgin	Osborne	Lambton
Osceola	Renfrew	Osman	Middlesex
Osnaburgh Ho.	Patricia	Osprey	Grey
Ospringe	Wellington	Ossian	Lambton
Ostersund	Kenora	O'Sullivan Cor.	York
Otonabee	Peterboro	Otter Creek	Hastings
Ouellette	Sudbury	Ounsah	Kent
Oustic	Wellington	Outlet	Leeds
Outlook	Algoma	Ouvry	Kent
Overbrook	Carleton	Overton	Lennox & Addington
Owaissa	Nipissing	Owenbrook	Peterboro
Oxenden	Grey	Oxford Centre	Oxford
Oxford Mills	Grenville	Oxley	Essex
Oxmead	Grey		

"P"

Pittston	Grenville	Plainfield	Hastings
Plainville	Northumberland	Plantagenet Springs	- Prescott
Platinum	Sudbury	Plattsville	Oxford
Playfair	Lanark	Pleasant	Peel
Pleasant Park	Essex	Pleasant Valley	Dundas
Pleasantville	York	Plevna	Frontenac
Plum Hollow	Leeds	Plummer	Algoma
Point Alexander	Renfrew	Point Anne	Hastings
Pointe Au Baril	Parry Sound	Pointe Aux Roches	Essex
Point Kaye	Muskoka	Pointe Pelee	Essex
Point Petre	Pr. Edward	Point Stewart	Renfrew
Point Traverse	Prince Edward	Poland	Lanark
Polmont	Northumberland	Pomona	Grey
Ponset	Manitoulin	Pond Mills	Middlesex
Ponsonby	Wellington	Poole	Perth
Pooles Resort	Leeds	Poplar	Manitoulin

[illegible]	[illegible]	[illegible]	[illegible]
Poplar Dale	Algoma	Poplar Hill	Middlesex
Portage	Muskoka	Portal	Bruce
Port Albert	Huron	Port Alma	Kent
Port Anson	Parry Sound	Port Bowmanville	Durham
Port Bruce	Elgin	Port Carling	Muskoka
Port Carmen	Parry Sound	[illegible]	Parry Sound
Port Caldwell	Thunder Bay	Port Cunnington	Muskoka
Port Elmsley	Lanark	Porters Hill	Burns
Porterville	Hastings	Port Franks	[illegible]
Port Granby	Dufferin	Port Lasagna	Muskoka
Port Law	Grey	Port Loring	Parry Sound
Port Millford	Pr. Edward	Port Nelson	Halton
Port Royal	Norfolk	Port Ryerse	Norfolk
Port Sandfield	Muskoka	Port Severn	Simcoe
Portsmouth	Frontenac	Port Stanton	Simcoe
Portsvitch	Simcoe	Port Sydney	Muskoka
Port Talbot	Elgin	Port Weller	Lincoln
Port Whitby	Ontario	[illegible]	York
Potter	Cochrane	Pottersburg	Middlesex
Powell	Carleton	Powles Corners	Victoria
Power Glen	Lincoln	Pretts Corners	Lanark
Precious Corner	Northumberland	[illegible]	[illegible]
Presquille	Grey	Presquile Pt.	Northumberland
Prestonvale	Lanark	Pretty River Valley	Grey
Price Corners	Simcoe	[illegible]	Dufferin
Princes Lake	Nipissing	Prinyer	Pr. Edward
Prospect Hill	Perth	Prospect	Lanark
Prosperity	Huron	Prouix	Prescott
Providence Bay	Manitoulin	Pulp Siding	Sudbury
Puftrock	Muskoka	Purly	Hastings
Purple Grove	Bruce	Purple Hill	Durham
Purple Valley	Bruce	Purpleville	York

"Q"

Quadeville	Renfrew	Quarries	Carleton
Quarts	Sudbury	Queen Hill	Bruce
Queens Line	Renfrew	Queensville	York

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COMMUNITY	COUNTY	COMMUNITY	COUNTY
Quilty	Renfrew	Quinn	Kent

"R"

Ragged Rapids	Victoria	Raglan	Ontario
Railton	Frontenac	Rainham	Haldimand
Rainham Centre	Haldimand	Rama Rd. P.O.	Ontario.
Ramona	Ontario	Randolph	Simcoe
Randwick-	Dufferin	Ranelagh	Brant
Rankin	Renfrew	Rannoch	Perth
Ravenna	Grey	Ravenscliff	Muskoka
Ravenshoe	York	Ravenswood	Lambton
Rayeroft	Lanark	Raymond	Muskoka
Rayside	Oxford	Read	Hastings
Reading	Dufferin	Reay	Muskoka
Rebecca	Middlesex	Red Bay	Bruce
Redbridge	Nipissing	Red Lake	Patricia
Redickville	Dufferin	Rednersville	Pr. Edward
Red Rock	Victoria	Red Wing	Grey
Redwood	Muskoka	Reesor	Cochrane
Reeve Craig	Carleton	Reid Corners	Bruce
Reids Mills	Lundas	Relessey	Dufferin
Renforth	Wentworth	Restoule	Parry Sound
Reynoldston	Frontenac	Rhineland	Norfolk
Rhodes	Kent	Riceville	Prescott
Richards Landing	Algoma	Richardson	Lanark
Richardson Crossing	Renfrew	Richview	York
Rideau Lake	Frontenac	Rideau View	Carleton
Ridgemount	Welland	Ridgeville	Welland
Ridley	Kent	Rimington	Hastings
Rightwood	York	Ritchance	Prescott
Riverbank	Wellington	River Bend	Welland
Riversdale	Bruce	Riverside	Essex
Riverston	Wellington	Riverview	Dufferin
Robb	Grey	Roblin	Lennox & Add.
Rob Roy	Grey	Rochefordt	Renfrew
Roches Point	York	Rockliffe Park	Carleton

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Rockcroft	Peterboro	Rockfield	Leeds
Rockingham	Renfrew	Rock Lake	Peterboro
Rockland Easter	Russell	Rocklyn	Grey
Rock Mills	Grey	Rockport	Leeds
Rockside	Peel	Rock Springs	Leeds
Rockton	Wentworth	Rockville	Manitoulin
Rockwynn	Parry Sound	Rocky Saugeen	Grey
Rosbuck	Grenville	Rohallion	Victoria
Rokeby	Lambton	Romilly	Simcoe
Romney	Kent	Rondeau	Kent
Rondeau Park	Kent	Roome	Middlesex
Rosa	Northumberland	Rosanna	Oxford
Rose Corner	Prescott	Rosedale	Victoria
Rosedene	Lincoln	Rosehall	Pr.Edward
Rosehaven	Dundas	Rose Island	Hastings
Roseland	Essex	Rosemont	Dufferin
Roseneath	Northumberland	Rosenthal	Renfrew
Roseville	Waterloo	Roslin	Hastings
Ross	Renfrew	Rossclair	Muskoka
Rosseau	Parry Sound	Rosseau Falls	Muskoka
Rossmore	Pr. Edward	Rosesmount	Northumberland
Rostock	Perth	Rostrevor	Muskoka
Rothsay	Wellington	Rouge Hill	Ontario
Round Lake	Peterboro	Round Plains	Norfolk
Routhier	Prescott	Rowan Mills	Norfolk
Rowena	Dundas	Rowland	Hastings
Rows Corners	Leeds	Royal Muskoka	Muskoka
Royal Oak	Bruce	Royston	Parry Sound
Ruby Mine	Renfrew	Rugby	Simcoe
Ruscomb Station	Essex	Ruscom Station	Essex
Rush Point	Peterboro	Ruskview	Dufferin
Russeldale	Perth	Rutherford	Lambton
Ryckman's Corners	Wentworth	Rydal Bank	Algoma
Rye	Parry Sound	Rylstone	Northumberland

"S"

Sable	Middlesex	Sadowa	Victoria

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Sebastien	Muskoka	St. Agatha	Waterloo
St. Amour	Prescott	St. Andrew W.	Stormont
St. Anne De Prescott	Prescott	St. Augustine	Huron
St. Charles	Sudbury	St. Clements	Waterloo
St. Elmo	Glengarry	St. Felix	Russell
Saintfield	Ontario.	St. Helens	Huron
St. Isidore de Prescott	Prescott	St. Ives	Middlesex
St. Johns West	Welland	St. Joseph	Huron
St. Lawrence	Frontenac	St. Onge	Russell
St. Paschal Baylon	Russell	St. Raphael West	Glengarry
Saintsbury	Middlesex	St. Thomas d'Alfred	Prescott
Salem	Wellington	Salem Corners	Victoria
Salisbury	Bruce	Salmon Point	Pr. Edward
Salmonville	Middlesex	Saltford	Huron
Sand Banks	Pr. Edward	Sandby	Leeds
Sandfiled	Manitoulin	Sandford	Ontario
Sandhill	Peel	Sandhurst	Lennox & Addington
Sand Lake ~~Sandhurst~~	Parry Sound	Sandown	Prescott
Sandringham	Stormont	Sandusk	Haldimand
Sandy Falls	Cochrane	Sangster	Frontenac
Sanitarium	Muskoka	Sans Souci	Parry Sound
Sarepta	Huron	Sarginson	Hastings
Sarsfield	Russell	Sauble Falls	Bruce
Scarborough	York	Scarborough Bluff	York
Schomberg	York	Schutt	Renfrew
Science Hill	Perth	Scobie	Carleton
Scoble West	Thunder Bay	Scotch Block	Halton
Scotch Line	~~Lernek~~ Lanarck	Scottsville	Middlesex
Scotty Springs	Timiskaming	Scudder	Essex
Sougog	Ontario	Seacliff Park	Essex
Seagram	Thunder Bay	Sea Gull	Algoma
Sebright	Ontario	Seckerton	Lambton
Seely	Muskoka	Seelys ~~Seky~~ Bay	Leeds
Selby	Lennox & Add.	Selkirk	Haldimand
Selkwood	Sudbury	Selton	Kent
Selwyn	Peterboro	Seskinika Lake	Timiskaing

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Severn Bridge	Muskoka	Severn Park	Simcoe
Seville	Elgin	Shady Nook	Renfrew
Shamrock	Renfrew	Shenick	Hastings
Shenly	Grenville	Shannon Hall	Muskoka
Sharon	York	Sharp Corners	Lennox & Addington
Sharpton	Frontenac	Shaw	Hastings
Sheatown	Leeds	Shibeshekong	Parry Sound
Sheffield	Wentworth	Sheguindah	Manitoulin
Sheldon	Simcoe	Shenston	Main River
Sheppardton	Huron	Sheridan	Halton
Sherkston	Welland	Sherring	York
Sherwood	York	Sherwood Spring	Leeds
Sheshegwaning	Manitoulin	Shetland	Lambton
Shields	Renfrew	Shillington	Cochrane
Shiloh	Wellington	Shining Tree	Sudbury
Shupka	Huron	Shipley	Perth
Shirley	Ontario	Shouldice	Grey
Shrigley	Dufferin	Sidney Crossing	Hastings
Signet	Wellington	Silcote	Grey
Sillsville	Lennox & Addington	Siloam	Ontario
Silver Hill	Norfolk	Silver Islet	Thunder Bay
Silver Lake	Peterborough	Silver Water	Manitoulin
Simcoe Island	Frontenac	Simpsons	Renfrew
Sims Pit	Nipissing	Sine	Hastings
Singhampton	Simcoe	Six Nations	Brant
Sixty Nine Corner	Brant	Skerryvore	Parry Sound
Skibo	Algoma	Skipness	Bruce
Skye	Prescott	Slade	Bruce
Slate Falls	Lennox & Addington	Sleswick	Peel
Smithbank	Northumberland	Smithdale	Simcoe
Smoky Falls	Cochrane	Smooth Rock Falls	Cochrane
Snider's Corners	Halton	Snowdon Corners	Grenville
Snowville	Manitoulin	Snug Harbour	Parry Sound
Snyder	Welland	Solina	Durham
Solesville	Prince Edward	Solway	Bruce
Songis	Nipissing	S. Augusta	Grenville

COMMUNITY	COUNTY	COMMUNITY	COUNTY
South Bay	Pr. Edward	South Bay Mouth	Manitoulin
South Branch	Grenville	Southcote	Wentworth
S. Dummer	Peterboro	Southgate	Middlesex
South Gillies	Timiskaming	S. Gloucester	Carlton
S. Gower	Grenville	South Lake	Leeds
S. Lancaster	Glengarry	Southmag	Parry Sound
S. Middleton	Norfolk	S. Monaghan	Northumberland
S. Mountin	Dundas	S. Woodslee	Essex
S. Zorra	Oxford	Sowerby	Algoma
Spanish Mills	Algoma	Sparrow Lake	Muskoka
Sparta	Elgin	Speedside	Wellington
Spence	Parry Sound	Speyside	Halton
Splitlog	Essex	Springbank	Middlesex
Spring Bay	Manitoulin	Spring Creek	Parry Sound
Springford	Oxford	Spring Hill	Carlton
Springmount	Grey	Springvale	Haldimand
Springtown	Renfrew	Springville	Peterboro
Spruce Green	Wellington	Spruce Hedge	Renfrew
Spry	Bruce	Squire	Grey
Staffa	Perth	Stamford Cen.	Welland
Stanleydale	Muskoka	Stanley House	Parry Sound
Stanleyville	Lanark	Stanton	Dufferin
Stanwood	Northumberland	Stapledon	Carleton
Star	Peel	Starratt	Parry Sound
Stave Islands	Leeds	Steenburg	Hastings
Stella	Lennox & Addington	Stephens Bay	Muskoka
Stepney	Prescott	Stevenson	Kent
Stewart	Kent	Stewart Bay	Parry Sound
Stewart Hall	Peterboro	Stewartville	Renfrew
Stirling Falls	Parry Sound	Stirton	Wellington
Stobie Mine	Sudbury	Stockdale	Northumberland
Stokes Bay	Bruce	Stoneleigh	Muskoka
Stoneywood	Wellington	Storie	Parry Sound
Strabane	Wentworth	Strange	York
Strangfield	Essex	Strasberg	Waterloo
Strathavon	Grey	Strathburn	Middlesex

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Strathmore	Stormont	Strathnairn	Grey
Stringer	Kent	Strong	Parry Sound
Strongville	Simcoe	Stroud	Simcoe
Sturgeron Point	Victoria	Sucker Lake	Muskoka
Sullivan Mills	Grey	Summerhill	Huron
Sunbury	Frontenac	Sunnidale Corner	Simcoe
Sunshine	Huron	Suomi	Thunder Bay
Sutherland	Essex	Sutton Bay	Timiskaming
Sweaburg	Oxford	Sweer Corners	Leeds
Swindon	Parry Sound	Swinton Park	Grey
Switzerville	Lennox & Addison	Sykeston	Lambton
Sylvan	Middlesex		

"T"

Tain	Norfolk	Tait	Simcoe
Talbotville Royal	Elgin	Tamblings Corners	Middlesex
Tancred	Lambton	Tannin	Kenora
Tapleytown	Wentworth	Tarbert	Dufferin
Tarten	Grey	Tatlock	Lanark
Taunton	Ontario	Taylor	Leeds
Teeterville	Norfolk	Tehkumma	Manitoulin
Telfer	Middlesex	Temperanceville	York
Tempo	Middlesex	Tenby Bay	Algoma
Tennyson	Lanark	Terminus	Lambton
Terra Nova	Dufferin	Teston	York
Thames Road	Huron	Thanet	Hastings
The Gore	Middlesex	The Grange	Peel
The Grove	Northumberland	The Highlands	Muskoka
The Maples	Dufferin	The Pines	Lennox & Addington
The Ridge	Hastings	The Slash	Manitoulin
Thisle	Grey	Thistletown	York
Thomasburg	Hastings	Thorah Island	Ontario
Thorncliff	Kent	Thornhill	York
Thornyhurst	Lambton	Thorpe	Lennox & Addington
Throopton	Grenville	Thurstonia Park	Victoria

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Tilley	Leeds	Tincap	Leeds
Tintern	Lincoln	Tiverton	Bruce
Tobermory	Bruce	Todmorden	York
Toledo	Leeds	Tolmie	Bruce
Tomstown	Timiskaming	Topcliff	Grey
Topping	Perth	Tormore	York
Townsend Centre	Norfolk	Toys Hill	Dundas
Trafalgar	Halton	Trafford	Lennox & Addington
Tramore	Renfrew	Traverston	Grey
Trecastel	Wellington	Trent River	Peterboro
Trevelyan	Leeds	Trinity	Wentworth
Trowbridge	Perth	Troy	Wentworth
Tuam	Simcoe	Tullamore	Peel
Tunnel	Thunder Bay	Turkey Point	Norfolk
Turnerville	Kent	Turtle Lake	Parry Sound
Tuscarora	Brant	Tutela	Brant
Tweedside	Wentworth	Tyneside	Wentworth
Tyotown	Glengarry	Tyrconnell	Elgin
Tyrone	Durham	Tyrell	Norfolk

"U"

Udora	York	Uffington	Muskoka
Ufford	Muskoka	Ullswater	Muskoka
U. E. Loyalist	Lennox & Addington	Umfraville	Hastings
Underwood	Bruce	Uneeda	Lanark
Union	Elgin	Union	Essex
Union Creek	Peterboro	Union Hall	Lanark
Uphill	Victoria	Uplands	Parry Sound
Upper	Haldimand	Ursa	Haliburton
Utica	Ontario	Uttoxeter	Lambton

"V"

Vachell	York	Valens	Wentworth
Valentia	Victoria	Valetta	Kent
Vallentyne	Ontario	Val Nation	Prescott
Van Brugh	Renfrew	Van Camp	Dundas
Vandecar	Oxford	Vandeleur	Grey

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Van Horne	Kent	Vankoughnet	Muskoka
Vanneck	Middlesex	Vansickle	Hastings
Vanvlack	Simcoe	Varency	Haldimand
Varna	Huron	Vasey	Simcoe
Vellore	York	Vennacher	Lennox & Addington
Ventnor	Grenville	Ventry	Grey
Vernon	Carleton	Vernonville	Northumberland
Verschoyle	Oxford	Vesta	Bruce
Vickers	Grey	Victoria Corner	Ontario
Victoria Square	York	Vigo	Simcoe
Villiers	Peterboro	Vinette	Russell
Violet	Lennox & Addington	Violet Hill	Dufferin
Virgil	Lincoln	Virginia	York
Vivian	York	Vroomanton	Ontario
Vyner	Lambton		

"W"

Waba	Renfrew	Wabash	Kent
Wabi-Kon	Nipissing	Wagarville	Frontenac
Wagram	Wellington	Wako	Kenora
Waldhof	Kenora	Walkers Point	Muskoka
Wallace	Perth	Wallace Point	Peterboro
Wallacetown	Elgin	Wallbridge	Hastings
Waller	Carleton	Walmer	Oxford
Walnut	Lambton	Walpole Island	Kent
Walsingham	Norfolk	Walters Falls	Grey
Walsley	Thunder Bay	Wanderland	Middlesex
Warbourton	Leeds	Wardsville	Middlesex
Wareham	Grey	Warina	Stormont
Warkworth	Northumberland	Warminster	Simcoe
Warner	Lincoln	Warsaw	Peterboro
Wartburg	Perth	Warwick	Lambton
Wasaga Beach	Simcoe	Washburn	Frontenac
Washington	Oxford	Waterton	Leeds
Watson's Corners	Lanark	Wattenwyl	Parry Sound
Watterson's Corners	Carleton	Waubuno	Lambton

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Waudby	Grey	Waupoos	Pr. Edward
Waverley	Simcoe	Wawashkesh	Parry Sound
Wayside	Lanark	Weir	Wentworth
Welcome	Durham	Wellandport	Lincoln
Wellburn	Middlesex	Wellesley	Waterloo
Wemyss	Lanark	Wensley	Frontenac
Weslemkoon	Hastings	Weslem Lake	Lennox & Addington
Wesley	Dufferin	Westbrook	Frontenac
West Dook (Pelee Is.)	Essex	W. Essa	Simcoe
Westfield	Huron	W. Flamboro	Wentworth
Westford	Bruce	W. Franklin	York
W. Gravenhurst	Muskoka	W. Grove	Muskoka
W. Guilford	Haliburton	W. Hamilton	Wentworth
West Hill	York	West Lake	Pr. Edward
W. McGillivray	Middlesex	Westmeath	Renfrew
Westminster	Prescott	W. Osgoode	Carlton
Westover	Wentworth	West Plain	Lennox & Addington
Westwood	Peterboro	Whalen	Middlesex
Wharncliffe	Algoma	Wheeler	Lambton
Whelan Lake	Renfrew	White	Lanark
Whitefish Bay	Kenora	Whitehurst	Leeds
White Lake	Renfrew	White Oak	Middlesex
White Rose	York	Whiteside	Muskoka
Whitestone	Parry Sound	Whitevale	Ontario
Whitewood Grove	Timiskaming	Whitfield	Dufferin
Whitmount	Frontenac	Whittington	Dufferin
Wick	Ontario	Wicklow	Northumberland
Wicksteed	Haliburton	Widder	Lambton
Wigwassan	Muskoka	Wikwemikong	Manitoulin
Wilcox	Lincoln	Wildfield	Peel
Wildwood	Oxford	Wilfrid	Ontario
Wilkesport	Lambton	Willetsholme	Frontenac
Williamsburg	Dundas	Williamsford	Grey
Williamson	Cochrane	Williamsville	Frontenac
Williscroft	Bruce	Willis West	Middlesex
Willor Beach	York	Willor Creek	Bruce

COMMUNITY	COUNTY	COMMUNITY	COUNTY
Willowdale	York	Willsville	Algoma
Wilson	Renfrew	Wilson	Norfolk
Wilsoncroft	Lambton	Wilson's Bay	Grenville
Wilstead	Leeds	Wilton	Lennox & Addington
Wilton Grove	Middlesex	Winchelsea	Huron
Winchester Springs	Dundas	Windermere	Muskoka
Windfall	Essex	Winfield	Wellington
Winger	Welland	Wingle	Renfrew
Winslow	Lincoln	Winterbourne	Waterloo
Winthrop	Huron	Wisawasa	Parry Sound
Wisbeach	Lambton	Witmer	Huron
Woburn	York	Wodehouse	Grey
Woermke	Renfrew	Wolfe	Renfrew
Wolfe Island	Frontenac	Wolford Centre	Grenville
Wolseley	Grey	Wood	Hastings
Woodbank	Middlesex	Woodburn	Wentworth
Woodford	Grey	Woodgreen	Middlesex
Woodham	Perth	Woodhill	Peel
Woodington	Muskoka	Woodlands	Stormont
Woodroffe	Carleton	Woodrous	Pr. Edward
Woolar	Northumberland	Wyandot	Wellington
Wye	Sudbury	Wyebridge	Simcoe
Wyecombe	Norfolk		

"Y"

Yarmouth Centre	Elgin	Yatton	Wellington
Yearleys	Muskoka	Yelverton	Durham
Yeovil	Grey	Yorks	Haldimand
York Mills	York	Youngs Point	Peterboro
Youngsville	Oxford		

"Z"

Zadow	Renfrew	Zealand	Frontenac
Zenda	Oxford	Zets	Timiskaming
Zimmerman	Halton	Zion	Durham
Ziska	Muskoka	Zurich	Huron

RATE EXHIBIT; Sheet No. 2

Summary of replies received to rate questionnaire from shipping public

Number of circulars mailed: 2,700
Number of replies received: 941
Number of "YEAS" : 882
Number of "NAYS" : 59

Number of municipalities reached: 100

Industries represented: All manufacturing industries in Southern Ontario as well as chain, departmental, jobbing and retail outlets.

In addition to the above, replies were received from the following civic and public bodies:

"YES"

Acton, Chamber of Commerce,
Brantford, Board of Trade,
Cochrane, Board of Trade,
Cooksville, Business Men's Association,
Fenelon Falls, Board of Trade,
Fort Erie, Chamber of Commerce,
Hamilton, Chamber of Commerce,
Ingersoll, Chamber of Commerce,
Oakville, municipality,
Peterborough, Chamber of Commerce
Prescott, Chamber of Commerce,
Renfrew, Corporation,
Rodney, Chamber of Commerce,
Smooth Rock Falls & District, Board of Trade,
Stratford, Board of Trade,
St. Catharines, Chamber of Commerce,
Woodstock, Board of Trade,

"NO"

Belleville, Chamber of Commerce.

Analysis of replies as from industries

Manufacturing	Yes	No
Automotive equipment and supplies	45	1
Air craft supplies	2	
Bakeries	4	
Beverages	3	2
Canneries	3	1
Drug products and sundries	40	2
Electrical supplies	16	1
Foods and confectionery	72	5
Furniture and household appliances	51	
Farm supplies	24	
Flour and feed	5	2
Foundries	14	3
Hardware and building supplies	73	8
Leather and leather products	15	
Metals and metal products (heavy)	48	5
Machinery and tools	64	
Optical goods	3	
Paper and paper products	21	
Printers and stationery supplies	46	
Sporting equipment	5	
Soaps	6	3
Sundry Manufacturers	69	10
Railway supplies	2	
Paints	11	1
Tobaccos	11	
Textiles and clothing supplies	94	4
Salt and sugar refineries	5	1
Coal and lumber	22	1
Wholesale and jobbing outlets	25	3
Storage plants	5	
Chain and Departmental stores	12	
General stores (country)	19	
Manufacturers Agents and importers	25	1
Retail Stores	22	5
	882	59

THE AUTOMOTIVE TRANSPORT ASSOCIATION OF ONTARIO

83 CHURCH STREET

TORONTO 2

TELEPHONE
WAVERLEY 1318

Sept. 3rd., 1936

FOR THE ATTENTION OF THE MANAGEMENT
IN CHARGE OF TRAFFIC .....

Dear Sir:- **TRUCK HAULAGE RATES**

In the minds of everyone interested in transportation is that ever-burning question "What of truck haulage rates?" Motorized tranportations has become an important industry in Ontario. To commerce, it offers a more flexible, safe and speedy service. If the advantages of this important utility are to be maintained numerous difficulties must be ironed out. One of the most irksome, if not the most vital, is the RATE question. The uncertainty of truck haulage rates is tending to demoralize this growing industry to the detriment of shipper and hauler alike.

It is upon this important topic we write. The Automotive Transport Association of Ontario, representing the majority of better type class of transport operators, is making a study of the rate problem.

WE ARE ANXIOUS TO LEARN IF YOU, AS A USER OF TRUCK TRANSPORTATION, ARE IN FAVOUR OF ALL TRUCK TRANSPORT OPERATORS BEING COMPELLED TO PUBLISH AND FILE TARIFFS OF RATES IN ORDER THAT SHIPPERS MAY KNOW THAT THEY ARE NOT BEING DISCRIMINATED AGAINST BY TRUCKERS QUOTING LOWER RATES TO OTHER SHIPPERS?

We are directing this question to a number of representative shippers. Your reply in the affirmative or negative on the the attached postpaid postal card would be appreciated. Our further deliberations and study depends entirely on replies received. In the interests of sound business your kind indulgence is earnestly desired.

Your reply will have no bearing as to whether truck transport haulage rates will be maximum, minimum, based on railway rate structure or on a cost plus basis. We merely desire to ascertain, if you, as a user of this important facility, desire that tariffs of rates be published, adhered to, and available to all shippers. If so, we shall continue our efforts to bring our representations before the proper authorities in co-operation with representatives of known business organizations such as, the Canadian Industrial Traffic League, the Canadian Manufacturers' Association, Boards of Trade, Chambers of Commerce, etc.

Your prompt response on the postpaid postal card attached herewith would be immensely appreciated. If you have other views on the subject, we would be happy to receive same.

Yours faithfully,

J. O. Goodman

JOG/GM. Executive Secretary.

EXHIBIT NO. 3

FACTUAL DATA OF ACTUAL TRANSPORT VEHICLES OPERATED IN 1936

EXAMPLE NO. 1

Type of vehicle - Tractor semi-trailer unit
Cost - $4,990.00
Overall length - 32 feet
Width - 7 feet 6 inches
Height - 10 feet
Gross license - 34,000 lbs.
Payload - 20,000 lbs.
Class of haulage - General merchandise
Route - Oshawa-Windsor
Mileage travelled in 1936 - 75,000
Gasoline consumed - 12,500 gal.

1936 ROAD TAXES

Commercial License	-	$ 247.00
P. C. V. License	-	107.00
Gasoline Tax	-	750.00
Total Road Taxes	-	$1,104.00

EXAMPLE NO. 2

Type of vehicle - Tractor semi-trailer unit
Cost - $5,986.00
Overall length - 35 feet
Width - 8 feet
Height - 10 feet 6 inches
Gross license - 35,000 lbs.
Payload - 19,550 lbs.
Class of haulage - General merchandise
Route - Toronto-Orillia
Mileage travelled in 1936 - 60,000
Gasoline consumed - 10,512 gal.

1936 ROAD TAXES

Commercial License	-	$ 258.00
P. C. V. License	-	113.00
Gasoline Tax	-	630.72
Total Road Taxes	-	$1,001.72

EXAMPLE NO. 3

Type of vehicle - Tractor semi-trailer unit
Cost - $6,077.00
Overall length - 35 feet
Width - 7 feet 6 inches
Height - 10 feet 6 inches
Gross License - 34,000 lbs.
Payload - 19,500 lbs.
Class of haulage - General merchandise
Route - Toronto-Niagara Falls
Mileage travelled in 1936 - 49,320
Gasoline consumed - 8,220 gal.

1936 ROAD TAXES

Commercial License	-	$ 247.00
P. C. V. License	-	107.00
Gasoline Tax	-	493.20
Total Road Taxes	-	$ 847.20

EXAMPLE NO. 4

Type of vehicle - Truck
Cost - $3,250.00
Overall length - 22 feet
Width - 7 feet 5 inches
Height - 9 feet
Gross License - 18,000 lbs.
Payload - 10,000 lbs.
Class of haulage - Milk
Route - Brougham & Vicinity to Toronto
Mileage travelled in 1936 - 28,000
Gasoline consumed - 3,171 gal.

1936 ROAD TAXES

Commercial License	-	$ 144.00
P. C. V. License	-	1.00
Milk License	-	1.00
Gasoline Tax	-	190.26
Total Road Taxes	-	$ 336.26

EXAMPLE NO. 5

Type of vehicle - Truck
Cost - $1,293.10
Overall length - 20 feet 10 inches
Width - 7 feet 6 inches
Height - 8 feet 3 inches
Gross License - 16,000 lbs.
Payload - 10,000 lbs.
Class of haulage - General merchandise
Route - Toronto-Hamilton
Mileage travelled in 1936 - 32,049
Gasoline consumed - 2,552 gal.

1936 ROAD TAXES

Commercial License	-	$ 112.00
P. C. V. License	-	48.00
Gasoline Tax	-	153.12
Total Road Taxes	-	$ 313.12

THE AUTOMOTIVE TRANSPORT ASSOCIATION OF ONTARIO

Exhibit No.

Witness: J. O. Goodman

Submission to

ROYAL COMMISSION ON TRANSPORTATION

WAGES

In an endeavour to gather data relative to the wages paid by the owners of Public Commercial Vehicles, the Association circularized all of the Class "A" and "B" carriers as well as 200 carriers licensed under the remaining classes.

From the replies received, it is only possible to give a representative summary and analysis of the Class "A" group.

Some 50 Class "A" carriers, or 20% of the licensed companies operating 38% of the vehicles, furnished clear returns for the entire year of 1936.

The summary follows:

No. of companies reporting	--	50
No. of full time employees	--	1,552
Total wages and salaries	--	$1,589,901.87
Avge. per employee per year	--	$1,024.42
Avge. per employee per week	--	$19.70

List of companies who reported

NAME	HEAD OFFICE ADDRESS
Alexander's Transport Lines	Ottawa
Brydges Transportation Ltd.	Montreal
Carr Transport	Schomberg
Carr's Transport	Owen Sound
Chalk & Son	Aylmer
Chambers Transport	Kitchener
Clarke, W. E.	Seaforth
Clark's Transport Service	Brantford
Coville Transport Co. Ltd.	Toronto
Delisle & Frere	Montreal
DeLuxe Transportation	North Bay
Direct Transport	Toronto
Electric Transport	Hamilton
Erie-Line Express	Dutton
F.-K. Motor Transport Ltd.	Preston
Fraser, Neil	Vankleek Hill
Hanover Transport	Walkerton
Hilliker, G. M.	Tillsonburg
Inter-City Forwarders	Toronto
Lasby Transport Ltd.	Guelph
Leduc, Armand	Hawkesbury
Listowel Transport	Listowel
Lyon Transportation	Kingsville
McClelland, W. H.	Brampton
McGlashan, A., Transport Ltd.	Bowmanville
Marks Transport	Brantford
Martin Transports, Ltd.	Toronto
Metropolitan Transport	Toronto
Meyers Transport	Campbellford
Milverton Transport	Milverton
Montreal-Ottawa Express Line, Ltd.	Montreal
Motorways Ltd.	Ottawa

List of Companies (cont'd.)

NAME	HEAD OFFICE ADDRESS
Noake's Transport	Brantford
Norman's Transport	Montreal
Northern Transport Ltd.	Toronto
Parks, J. A., Transport	Thornbury
Pressey Transport	Sarnia
Reese Transport	Harrow
Schilling Transport	Kitchener
Smith, R. J.	Hagersville
Smithson Transport	Simcoe
Sterling Transport Ltd.	Montreal
Stratford Motor Transport	Stratford
~~Stratford Transport~~	~~Stratford~~
Thaler Transport	Kitchener
Tiveron Transport	Toronto
Toronto-Peterboro Transport Ltd.	Toronto
Watts Transport	Tillsonburg
Western Freight Lines Ltd.	Chatham
Winters, Wm., Transport	St. Catharines
Woods Transport	Kingston

It will be noted that the summary of wages paid is based on employment for the entire year of 52 weeks.

It should also be noted that the majority of the companies listed emanate from rural points.

Herewith is a summary of wages paid by carriers whose main point of business is Toronto:

Total number of full time employees	-	875
Total wages and salaries	-	$1,194,741.88
Avge. wage per employee per year	-	$1,365.42
Avge. wage per employee per week	-	$26.26

Statistics of the following companies are included in the above summary:

Inter-City Forwarders Ltd. (Colville Cartage Co. Ltd.)
Direct Transport Limited
Coville Transport Co. Ltd.
Metropolitan Transport & Sills Transport Ltd.
Motorways Limited
The Toronto-Peterborough Transport Company Ltd.
Martin Transports Limited
Tiveron Transport Company

Carriers were also requested to reply to the following questions:

(1) Ratio of wages to gross revenue
(2) Ratio of wages to expenses

Replies to these questions varied greatly. We record the replies received from several companies whose figures, we believe, are reliable.

QUESTION NO. (1)	QUESTION NO. (2)
(a) 48 %	(a) 53 %
(b) 50	(b) 50
(c) 35	(c) 45
(d) 40	(d) 40
(e) 45.34	(e) 49.64
(f) 39	(f) 42
(g) 44.47	(g) 40.3
(h) 42	(h) 42.25
(i) 36.5	(i) 36.4
(j) 44	(j) 49
(k) 35	(k) 40
(l) 33.32	(l) 42.03
(m) 41.09	(m) 41.9
(n) 43	(n) 43
(o) 54.5	(o) 48.25

Returns from the following companies are included in the above analysis:

Electric Transport, Hamilton
Inter-City Forwarders Ltd., Toronto
Marks Transport, Brantford
Direct Transport, Ltd., Toronto
Coville Transport Co. Ltd., Toronto
Metropolitan Transport Ltd.
and Sills Transport Ltd., Toronto
Motorways Limited, Ottawa
Delisle & Frere Highway Transport, Montreal
Toronto-Peterboro Transport Co. Ltd., Toronto
Stratford Motor Transport, Stratford
Martin Transports Limited, Toronto
Alexander's Transport Lines, Ottawa
Tiveron Transport, Toronto
Wm. Winters Transport, St. Catharines
Western Freight Lines, Limited, Chatham

Note: The above are not in the same order as the returns enumerated.

The following is an analysis of the company average wages paid to full time Drivers, Maintenance and Warehouse Employees for the full year of 1936:

CLASSIFICATION OF EMPLOYEES	NO. OF COMPANIES REPORTING	NO. OF EMPLOYEES	AVGE. EARNINGS PER WEEK	AVGE. EARNINGS PER HOUR
Highway Drivers	46	479	$21.82	40.01¢
City Drivers	24	408	17.53	31.09
Combination of above	8	---	20.44	35.06
Warehouse Employees	22	---	18.64	32.13

The following is the range of company average wages reported:

	LOWEST REPORTED	HIGHEST REPORTED
Highway Drivers	$11.00 (50 hr. week)	$30.00 (48 hr. week)
City Drivers	12.00	25.00
Combination of above	13.20	25.00
Warehouse Help	12.00	25.00

The following is an analysis of the salaries paid to Office Employees:

CLASSIFICATION OF EMPLOYEES	NO. OF COMPANIES REPORTING	AVGE. EARNINGS PER WEEK
Stenographers	15	$16.47
Despatchers	9	25.75
Billers	12	21.23
Accounting Help	18	23.22
Other Office Help	8	20.70

The following is the range of company average salaries reported:

	LOWEST REPORTED	HIGHEST REPORTED
Stenographers	$10.00	$25.00
Despatchers	20.00	35.00
Billers	13.87	30.00
Accounting help	15.00	35.00
Other office help	8.00	40.00

Note: These figures represent company averages

It will be noted that employees of companies located in rural communities have been grouped with those employed in urban centres. As a further observation, we record the average wages paid by the carriers whose head offices are located in Toronto.

AVERAGE WEEKLY EARNINGS OF FULL TIME DRIVERS AND WAREHOUSE EMPLOYEES OF 7 TORONTO COMPANIES

Company	Highway Drivers	City Drivers	Combination Drivers	Warehouse Help
A	$22.50	$22.00	$23.85	$22.17
B	29.00	23.00	-- --	25.00
C	27.00	21.00	24.00	21.00
D	21.00	19.50	20.25	21.00
E	30.00	21.00	-- --	23.00
F	25.00	25.00	25.00	25.00
G	24.00	22.00	-- --	20.00
General Company Average	$25.50	$21.93	$23.27	$22.75

AVERAGE WEEKLY EARNINGS OF FULL TIME OFFICE EMPLOYEES OF 7 TORONTO COMPANIES

COMPANY	BILLERS	STENOGRAPHERS	DESPATCHERS	ACCOUNTING HELP	OTHER OFFICE HELP
A	$20.24	$21.15	$30.27	$25.63	$25.61
B	20.00	18.00	24.00	35.00	40.00
C	15.00	15.00	25.00	15.00	15.00
D	20.00	18.00	20.00	29.50	19.00
E	20.00	25.00	25.00	25.00	12.00
F	25.00	25.00	35.00	35.00	25.00
G	30.00	15.00	25.00	30.00	22.00
General Company Average	$21.46	$19.59	$26.32	$25.45	$22.66

The following is an analysis of Wages paid to Part Time Employees:

No. of Companies Reporting	22
No. of Employees	226
Hours Worked	204,253
Wages Paid	$78,511.49
Average Hourly Earnings	38.44¢

METHOD OF PAYMENT

The following is an analysis of the method by which the employees of companies are paid.

CLASSIFICATION	No. of Companies Reporting	No. of Employees	By Hour	By Day	By Week	By Trip	By Month	By Commission
Highway Drivers	49	505	7.9%	1.9%	64.7%	19.6%	5.9%	---
City Drivers	31	427	9.7	6.5	77.4	3.2	---	3.2%
Combination Drivers	12	---	16.7	8.3	75.	----	---	---
Warehouse Help	26	209	19.3	---	76.9	----	3.8	---
(Stenographers)	18)		----	---	88.9	----	11.1	---
(Billers)	13)	257	----	---	92.3	----	---	7.7
(Despatchers)	14)		----	---	92.9	----	7.1	---
(Accounting Help)	24)		4.2	---	83.3	----	12.5	---
Other Office Help	20	145	----	---	95.0	----	5.0	---

THE AUTOMOTIVE TRANSPORT ASSOCIATION
-OF ONTARIO-

Exhibit No.
Witness: J. O. Goodman

HOURS

The hours of highway drivers are regulated by the Public Commercial Vehicle Regulations. We quote those sections of the regulations pertaining to this subject.

Maximum of working hours

18. "Except as provided in paragraph 18a of these Regulations no person owning, controlling or managing any Public Commercial Vehicle shall drive or permit or require anyone to drive a motor vehicle for more than a maximum of ten hours in any twenty-four hour period, nor shall any person after having been employed in any other capacity drive a Public Commercial Vehicle, if by so doing the total period of employment or work in the capacity of driver, or otherwise, exceeds ten hours in any twenty-four hour period.

Time occupied riding or being upon a Public Commercial Vehicle in the capacity of helper, relief driver or otherwise, shall for the purpose of this Regulation be considered the same as driving time.

Exceptions

18a. The Department may grant special written permission extending the permissible period of driving providing application for such permission is made in writing and in advance of date required when in the opinion of the Department there are circumstances which justify such an extension.

Drivers' Records to be kept

20. The owner or operator of every Public Commercial Vehicle shall keep a record in the form prescribed by the Department of the hours of employment of all drivers, which record shall be preserved and shall at all times be available for inspection by officers of the Department and shall not be destroyed except with the written consent of the Department."

The following is a summary and analysis of the replies received to our Questionnaire:

AVERAGE HOURS OF DRIVERS & WAREHOUSE EMPLOYEES

CLASSIFICATION OF EMPLOYEES	NUMBER OF COMPANIES REPORTED	NUMBER OF EMPLOYEES	AVGE. HOURS PER WEEK	AVGE. MILEAGE TRAVELLED PER WEEK
Highway Drivers	46	479	54.4	885.2
City Drivers	24	408	55	262
Combination of Above	8	---	57.1	498.8
Warehouse Help	22	---	57.9	-----

The range of full time drivers ran from 30 hours per week to 60 hours per week.

The range of combination drivers ran from 40 hours per week to 69.5 hours per week.

The range of warehouse help ran from 50 hours per week to 65 hours per week.

AVERAGE HOURS OF OFFICE EMPLOYEES

CLASSIFICATION OF EMPLOYEES	NO. OF COMPANIES REPORTING	AVGE. HOURS PER DAY
Stenographers	15	8
Billers	12	8.8
Despatchers	9	9.06
Accounting Help	18	8.08
Other Office Help	8	8.6

DRAFT COPY OF SUGGESTED CODE GOVERNING CONDITIONS OF LABOUR IN THE MOTOR TRANSPORT INDUSTRY

Schedule or rates of pay and rules governing working conditions of employees as agreed upon this ..... day of ..... 1937 between ..... whose signature is attached hereto and employees as represented by the employee's committee.

Article 1 — **Employees defined**

The word "Employees' shall mean any employee filling a position enumerated in this wage agreement.

Article 2. — **Discrimination and Committees**

Employees will not be discriminated against for being members of any union or brotherhood, nor for serving on committees representing employees. Employees will be granted leave of absence without pay for the purpose of serving on committees and their seniority rights will not be affected thereby, provided such leave of absence does not exceed a reasonable period. Reasonable notice of employees intention to serve on committee will be required.

Article 3. — **Courts and Investigations**

Employees called upon to attend court or investigations at the request of their employer, will receive pay at their stated rate of salary, and if away from home will be allowed transportation and reasonable expenses.

Article 4. — **Relief Work**

Employees temporarily assigned to higher rated positions shall receive the higher rates while occupying such positions; employees temporarily assigned to lower rated positions shall not have their rates reduced.

Article 5. — **Promotion and Seniority**

Promotion will be determined by the employer having regard to fitness for the position and seniority of employees. Qualified employees, senior in service to be given preference in promotion. Seniority to date from time of last entry into his employer's service. Employees who feel they have been unfairly dealt with in the matter of promotion have the right to appeal as provided for in Article 7. of this agreement.

Article 6 — **Reduction of Staff**

In the event of reduction of staff, the employees senior in service of the employer shall be given preference of employment, having regard also to the qualifications of the employee, and those whose services have been dispensed with will be re-employed in accordance with their qualifications and seniority in the employer's service.

Article 7 — **Discipline and Grievances**

No employee will be disciplined or dismissed from service without just cause. when an employee has been disciplined, dismissed, or he feels he has been unfairly dealth with, he will have the right to appeal to his employer for an investigation, and he will have the right to call in a fellow employee who is a member or representative of the employees' committee. If the grievance cannot be equitably adjusted by means of the investigation as above, a committee

Article 7-Cont'd. Discipline and Grievances

REPRESENTING employers and the general grievance committee representing the employees shall be asked to investigate and arrive at a decision. Such decision shall not necessarily be final.

Article 8. Equipment

Employees will not be required to operate equipment that is unsafe or dangerous. This, however, is not intended to give the employee or the employer the right to be the sole judge as to the fitness of the vehicle in question. All motor vehicles will be equipped with a closed cab, with doors in good condition and removable windows, heaters and defrosters, excepting that vehicles operated within a municipality will not be required to have heaters.

Article 9. Hours of Employment

Ten hours in any twenty four hour period, exclusive of meal period shall constitute a day's work.

Employees will not be required to take more than one hour for meal period.

Time in excess of ten hours in any twenty-four hour period, exclusive of meal period shall be considered over time. Over time to be paid for at regular rate of pay.

Employees called for duty and used shall receive a minimum of five hours pay.

Employees will not be required to work on Sundays or Statutory holidays excepting in case of emergency, and excepting such employees whose work regularly requires them to work on Sundays and Statutory holidays.

Article 10 Deadheading

Employees deadheading on the employers business will be ~~paid~~ paid for necessary time travelling at the regular rate of pay.

Article 11. Records

Records of the hours and wages of employees shall be kept in proper form, approved by the parties to this agreement, and shall be available for inspection.

Article 12. Preservation of Rates of Pay

Nothing in this schedule shall be so construed as to give an employee less favourable conditions or lower rate of pay than he is receiving at the time this schedule becomes effective.

Article 13. Uniforms

Employees required to wear uniforms will not be required to defray more than fifty percent. of the cost of the uniforms, provided that the price of the uniform is agreed upon between the employer and the employee.

Article 14. Rates of Pay

Drivers engaged in pickup and delivery work within a radius of three miles of a municipality, village or city,-
For the first six months of their employment..35¢ per hour.
After having completed six months with the same operator,-
.....40¢ per hour.

Highway drivers, driving tractor and semi-trailer unit, driving 175 miles or over per day,-
For the first six months of their employment .40¢ per hour.
After having completed six months of employment with the same operator.....50¢ per hour.

Highway drivers driving tractor and semi-trailer unit, driving 174 miles or less per day,-
For the first six months of their employment..40¢ per hour.
After having completed six months of employment with the same operator .....45¢ per hour.

Highway drivers, driving straight trucks, regardless of the distance.....43¢ per hour.

Ten cents per hour extra for four wheel trailers or double hook-up, with a minimum allowance of one dollar for four wheel trailers or double hook-ups.

Warehousemen, checkers, platformmen, scalers, and loaders,-
For the first six months of their employment...35¢ per hour.
After having completed 6 months employment for the same operator.....40¢ per hour.

Mechanics .....50¢ per hour.

Mechanics' Helpers,-
For the first six months of their employment...35¢ per hour.
After having completed six months of employment for the same operator .....40¢ per hour.

Article 15. Life of Agreement

This agreement of working conditions and rates of pay will become effective when endorsed by the Industrial Standards Act. (Sect.10) and remain in effect until revised or superseded on thirty days notice from either party.

For the Employers

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For the Employees

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Article 14. **Rates of Pay**

Drivers engaged in pickup and delivery work within a radius of three miles of a municipality, village or city.-

For the first six months of their employment...35¢ per hour.
After having completed six months with the same operator.-
.....40¢ per hour.

Highway drivers, driving tractor and semi-trailer unit, driving 175 miles or over per day.-
For the first six months of their employment ,40¢ per hour.
After having completed six months of employment with the same operator.....50¢ per hour.

Highway drivers driving tractor and semi-trailer unit, driving 175 miles or less per day.-
For the first six months of their employment...40¢ per hour.
After having completed six months of employment with the same operator .....45¢ per hour.

Highway drivers, driving straight trucks, regardless of the distance.....43¢ per hour.

Ten cents per hour extra for four wheel trailers or double hook-up, with a minimum allowance of one dollar for four wheel trailers or double hook-ups.

Warehousemen, checkers, platformmen, sealers, and loaders.-
For the first six months of their employment...35¢ per hour.
After having completed 6 months employment for the same operator.....40¢ per hour.

Mechanics .....50¢ per hour.

Mechanics' Helpers.-
For the first six months of their employment...35¢ per hour.
After having completed six months of employment for the same operator .....40¢ per hour.

Article 15. **Date of Agreement**

This agreement of working conditions and rates of pay will become effective when endorsed by the Industrial Standards Act. (Sect.10) and remain in effect until revoked or superseded on thirty days notice from either party.

For the Employers For the Employees

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